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Aerodynamic Influence Coefficients
from Piston Theory:
Analytical Development
and Computational Procedure

15 AUGUST 1962

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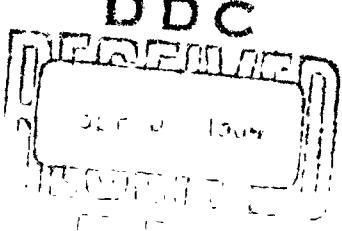
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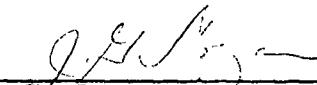
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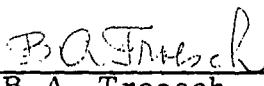
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AERODYNAMIC INFLUENCE COEFFICIENTS FROM
PISTON THEORY: ANALYTICAL DEVELOPMENT
AND COMPUTATIONAL PROCEDURE

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ABSTRACT

In this report we present a method for calculating the aerodynamic influence coefficients (AICs) based on third-order piston theory with an optional correction to agree with Van Dyke's quasi-steady second-order theory. The AICs are computed assuming the airfoil to have a rigid chord with or without a (rigid chord) control surface. The influence coefficients relate the surface deflections to the aerodynamic forces through the following definitions. In the oscillatory case,

$$\{F\} = \rho \omega^2 b_r^2 s [C_h] \{h\}$$

and in the steady case,

$$\{F_s\} = (1/2) \rho V^2 (S/c) [C_{hs}] \{h\}$$

The piston theory is limited to high Mach number (or high reduced frequency), but Van Dyke's quasi-steady correction extends the validity to some lower supersonic Mach number at low reduced frequency.

The Aerospace IBM 7090 Computer Program Number HM11 provides the AICs from this theory in both a printed and an optional punched-card output format. The program capacity is 25 surface strips, 15 Mach numbers, and 20 reduced velocities for each Mach number.

CONTENTS

ABSTRACT	iii
SYMBOLS	v
I. FORMULATION OF PROBLEM	1
A. Introduction	1
B. Sign Convention	1
C. Derivation of Equations	2
D. References	20
II. GENERAL DESCRIPTION OF INPUT	21
A. Units	21
B. Classes of Numerical Data and Limitations	21
III. DATA DECK SETUP	24
A. Loading Order	24
B. Input Data Description	25
C. Example Keypunch Forms	28
IV. PROGRAM OUTPUT	32
A. Printed Output	32
B. Punched Output	47
V. PROCESSING INFORMATION	48
A. Operation	48
B. Estimated Machine Time	48
C. Machine Components Used	48
VI. PROGRAM NOTES	49
A. Subroutines	49
B. Generalized Tapes	49
VII. FLOW DIAGRAM	50
VIII. SYMBOLIC LISTING	51

SYMBOLS

a_o	Ambient speed of sound
b	Local semichord
b_r	Reference semichord
C_h	Element of oscillatory aerodynamic influence coefficient matrix
C_{hs}	Element of steady aerodynamic influence coefficient matrix
C_n	Coefficients in expressions for pressure coefficient
C_p	Pressure coefficient
c	Local chord
c_a	Control surface chord
\bar{c}	Mean aerodynamic chord
d	Distance between forward and aft control points
F	Control point force
g	Airfoil semithickness
g_x	Slope of airfoil, $g_x = dg/dx$
h	Vertical deflection
I_n, J_n	Thickness integrals
K_n	Coefficients in expressions for oscillatory aerodynamic coefficients
k	Local reduced frequency, $k = \omega b/V$
k_r	Reference reduced frequency
$L_{h_o}, L_{a_o}, L_{\beta_o}$	Oscillatory leading edge lift coefficients

L_o	Lift referred to leading edge motion
M	Free stream Mach number
$M_{h_o}, M_{a_o}, M_{\beta_o}$	Oscillatory leading edge pitching moment coefficients
M_o	Pitching moment about leading edge referred to leading edge motion
p	Surface pressure; p_o is ambient pressure
q	Free stream dynamic pressure
r_h, r_t	Ratios of hinge-line and trailing-edge thicknesses to maximum thickness, respectively
S	Wing area
s	Wing semispan
$T_{h_o}, T_{a_o}, T_{\beta_o}$	Oscillatory leading edge hinge moment coefficients
T_o	Hinge moment referred to leading edge motion
t_{max}	Airfoil maximum thickness
V	Free stream velocity
$V/b_r \omega$	Reference reduced velocity, $V/b_r \omega = 1/k_r$
v	Unsteady component of downwash velocity
w	Downwash velocity
x	Chordwise coordinate; x_o is coordinate of pitching axis; x_m is coordinate of maximum thickness point; x_h is coordinate of hinge line
α	Angle of attack; α_o is initial angle of attack
β	Control surface incidence; also, $\beta = (M^2 - 1)^{1/2}$
γ	Specific heat ratio of air, $\gamma = 1.400$
Δy	Strip width

Λ	Leading edge sweep angle
ξ	Dimensionless chordwise coordinate, $\xi = x/c$
ρ	Free stream density
τ, τ_h, τ_t	Airfoil thickness ratios at point of maximum thickness, hinge line, and trailing edge, respectively
ω	Circular frequency
$(\bar{\cdot})$	Bar denotes term depends on flow characteristics normal to leading edge
[]	Square matrix
{ }	Column matrix

SECTION I

FORMULATION OF THE PROBLEM

A. Introduction

The pressure on a lifting surface is normally given by a surface functional relationship. However, in the limit of a high Mach number (or high reduced frequency), this relationship becomes a point function. As a consequence of this limit, aerodynamic influence coefficients (AICs) may be specified exactly by a strip theory, and control surface and camber effects may be determined in a straightforward manner.

The present formulation derives the AICs from third-order piston theory for a lifting surface with control surface (both assumed rigid in the chordwise direction; i. e., no camber is presently considered). The derivation differs only slightly from that of Ashley and Zartarian¹ in that in the present case the third-order pressure coefficient is generalized to account for sweep and steady angle of attack, and, following a suggestion of Morgan, Huckel, and Runyan,² a correction (optional) is suggested to give agreement with the second-order quasi-steady supersonic theory of Van Dyke.³ This quasi-steady correction should extend the validity of the piston theory to lower supersonic Mach numbers at low reduced frequencies. The derivation given here is taken from Ref. 4; further, the computational aspects of the present report are an extension of the computing procedure of Ref. 4.

B. Sign Convention

The flutter sign convention is used in the oscillatory case: forces and deflections are positive down; rotations are positive with leading edge up. The aerodynamic sign convention is used in the steady case: forces and deflections are positive up; rotations are positive with leading edge up.

C. Derivation of Equations

We quote here the development of Miles⁵ in obtaining the piston theory pressure coefficient. There are two cases of interest. The first assumes that the angle of attack is small enough that there are pressure perturbations on the expansion side of the surface. The second assumes that the angle of attack is large, and that the expansion pressure approaches a vacuum and is ineffective in producing perturbations. Because of the difficulty in specifying the transition from low to high angle of attack, we shall restrict the present consideration to the first case, the low angle of attack.

"Hayes' hypersonic approximation states that any plane slab of fluid initially perpendicular to the undisturbed flow may be assumed to remain so as it is swept downstream and to move in its own plane under the laws of one-dimensional, unsteady motion. Thus, the problem of a wing having an arbitrarily prescribed motion normal to its surface may be reduced to the consideration of the one-dimensional motion of a piston into an otherwise undisturbed flow. This problem is relatively simple if the disturbances produced by the piston are treated as simple waves, for then the pressure on the piston depends only on the instantaneous velocity there, w , and is given by

$$\frac{p}{p_0} = [1 + (1/2)(\gamma - 1)(w/a_0)]^{2\gamma/(\gamma - 1)} \quad (1)$$

where p_0 and a_0 are the values of pressure and sonic velocity in the undisturbed flow.

"The result, Eq. (1), is exact for an expansion, but the presence of a shock front (and consequent departure from isentropic flow) renders it only approximate for a compression. Lighthill has suggested a cubic approximation

to be adequate for practical application if $|w/a_o| < 1$. The series expansion yields

$$\begin{aligned} p/p_o &= 1 + \gamma(w/a_o) + (1/4) \gamma(\gamma + 1) (w/a_o)^2 \\ &\quad + (1/12) \gamma(\gamma + 1) (w/a_o)^3 \end{aligned} \quad (2)$$

Lighthill has shown that this expression, Eq. (2), is within six percent of the value given by either Eq. (1) or the exact solution with the shock at maximum permissible strength.⁵

The pressure coefficient $C_p = (p - p_o)/q$ is found from Eq. (2) after noting that $q = (\gamma/2) p_o M^2$.

$$\begin{aligned} C_p &= (2/M^2) [(w/a_o) + (1/4) (\gamma + 1) (w/a_o)^2 \\ &\quad + (1/12) (\gamma + 1) (w/a_o)^3] \end{aligned} \quad (3)$$

Following a suggestion of Morgan, Huckel, and Runyan,² we may generalize this result, Eq. (3), by writing

$$C_p = (2/M^2) [C_1(w/a_o) + C_2(w/a_o)^2 + C_3(w/a_o)^3] \quad (4)$$

in which for piston theory

$$C_1 = 1, \quad C_2 = (\gamma + 1)/4, \quad C_3 = (\gamma + 1)/12 \quad (5)$$

and for the quasi-steady theory of Van Dyke³

$$C_1 = M/\beta, \quad C_2 = [M^4(\gamma + 1) - 4\beta^2]/4\beta^4, \quad C_3 = (\gamma + 1)/12 \quad (6)$$

Van Dyke gives only the second-order solution so that the value of C_3 is taken from the piston theory result. The use of the modified coefficients C_1 and C_2 could extend the lower Mach number limit of piston theory.

We may now calculate the lifting pressure coefficient from Eq. (4) and the local piston velocity. The normal velocity (positive away from the surface) on the upper and lower surfaces of a symmetrical thin airfoil having thickness distribution $2g(x)$ and angle of attack α_0 is given by

$$w_u = V (g_x - \alpha_0 - v) \quad , \quad (7a)$$

$$w_l = V (g_x + \alpha_0 + v) \quad , \quad (7b)$$

where v is the unsteady component of the dimensionless downwash.

For the case of small angles of attack, the lifting pressure (positive down) is

$$\begin{aligned} C_p = C_{p_u} - C_{p_l} = - (4/M) [& (C_1 + 2C_2 Mg_x \\ & + 3C_3 M^2 g_x^2) (\alpha_0 + v) + C_3 M^2 (\alpha_0 + v)^3] \end{aligned} \quad . \quad (8)$$

If, consistent with the small perturbation assumptions of aeroelastic analysis, only the terms linear in v are retained, Eq. (8) becomes

$$C_p = - (4v/M) [C_1 + 2C_2 Mg_x + 3C_3 M^2 (g_x^2 + \alpha_0^2)] \quad . \quad (9)$$

Before discussing the swept wing transformation, it is appropriate to review the limitations of Eq. (9). Ashley and Zartarian¹ have shown that the piston theory is applicable if any of the conditions $M^2 \gg 1$, $Mk \gg 1$, or

$k^2 >> 1$ is met. We see that for low reduced frequency the Mach number necessarily must be high. However, if the reduced frequency is large the Mach number is not necessarily large; in fact it could be transonic or even subsonic. At this point it is apparent that any sweep correction introduced to bring piston theory into line with linearized supersonic theory must be considered as a low frequency approximation.

The result, Eq. (9), applies to the swept wing case if all quantities are determined by the flow characteristics normal to the leading edge. The expressions may be rewritten in the form

$$\bar{C}_p = - (4\bar{v}/\bar{M}) [\bar{C}_1 + 2\bar{C}_2 \bar{M} \bar{g}_{\bar{x}} + 3\bar{C}_3 \bar{M}^2 (\bar{g}_{\bar{x}}^2 + \bar{a}_o^2)] \quad (10)$$

The transformation from the normal values to the free stream values are the following:

the Mach number

$$\bar{M} = M \cos \Lambda \quad ; \quad (11a)$$

the geometry

$$\bar{x} = x \cos \Lambda \quad ; \quad (11b)$$

$$\bar{b} = b \cos \Lambda \quad ; \quad (11c)$$

the angles of attack and slope

$$\bar{a}_o = a_o / \cos \Lambda \quad ; \quad (11d)$$

$$\bar{\beta} = \beta / \cos \Lambda \quad ; \quad (11e)$$

$$\bar{g}_{\bar{x}} = g_x / \cos \Lambda \quad ; \quad (11f)$$

the dynamic pressure

$$\bar{q} = q \cos^2 \Lambda \quad ; \quad (11g)$$

and the pressure coefficient

$$C_p = \bar{C}_p \cos^2 \Lambda \quad (11h)$$

We note that h and k are invariant. From the dimensionless downwash

$$v = (1/V) \{ h + V\alpha + (x - x_o) \dot{\alpha} + [V\beta + (x - x_h) \dot{\beta}] \underline{1}(x - x_h) \} \quad (12)$$

which for harmonic motion becomes

$$v = ikh/b + [1 + i(k/b) (x - x_o)] \alpha + [1 + i(k/b) (x - x_h)] \beta \underline{1}(x - x_h) \quad (13)$$

we find the transformed value

$$\bar{v} = ikh/\bar{b} + [1 + i(k/\bar{b}) (\bar{x} - \bar{x}_o)] \bar{\alpha} + [1 + i(k/\bar{b}) (\bar{x} - \bar{x}_h)] \bar{\beta} \underline{1}(\bar{x} - \bar{x}_h) \quad (14a)$$

$$= ikh/b \cos \Lambda + [1 + i(k/b) (x - x_o)] \alpha / \cos \Lambda + [1 + i(k/b) (x - x_h)] (\beta / \cos \Lambda) \underline{1}(x - x_h) \quad (14b)$$

$$= v / \cos \Lambda \quad (14c)$$

The transformed pressure coefficient becomes

$$\begin{aligned}
 C_p = \bar{C}_p \cos^2 \Lambda &= [-4(v/\cos \Lambda) \cos^2 \Lambda / M \cos \Lambda] \\
 &\times [\bar{C}_1 + 2\bar{C}_2 (M \cos \Lambda) (g_x/\cos \Lambda) \\
 &+ 3\bar{C}_3 (M \cos \Lambda)^2 (g_x^2 + a_0^2) / \cos^2 \Lambda] \quad (15a)
 \end{aligned}$$

$$= -(4v/M) [\bar{C}_1 + 2\bar{C}_2 Mg_x + 3C_3 M^2 (g_x^2 + a_0^2)] \quad (15b)$$

We note that the sweep effect shows up only in the coefficients \bar{C}_1 and \bar{C}_2 ; for piston theory, there is no effect

$$\bar{C}_1 = C_1 = 1, \quad \bar{C}_2 = C_2 = (\gamma + 1)/4 \quad , \quad (16)$$

and for the quasi-steady supersonic theory

$$\begin{aligned}
 \bar{C}_1 &= M/(M^2 - \sec^2 \Lambda)^{1/2} \\
 \bar{C}_2 &= [M^4(\gamma + 1) - 4 \sec^2 \Lambda (M^2 - \sec^2 \Lambda)] / [4(M^2 - \sec^2 \Lambda)^2] \quad (17)
 \end{aligned}$$

Equation (17) is seen to be the most general result. If $\sec \Lambda$ is taken as zero then the piston theory results, Eqs. (16), are obtained; and if $\sec \Lambda$ is taken as unity the sweep correction is not made in the quasi-steady supersonic result.

We next consider the integration of the pressure coefficients obtained above. The oscillatory aerodynamic coefficients referred to the leading edge are defined by the following equations.

$$dL/dy = 4\rho\omega^2 b^3 \left(L_{h_o} h_o/b + L_{a_o} a + L_{\beta_o} \beta \right) \quad (18a)$$

$$dM/dy = 4\rho\omega^2 b^4 \left(M_{h_o} h_o/b + M_{a_o} a + M_{\beta_o} \beta \right) \quad (18b)$$

$$dT/dy = 4\rho\omega^2 b^4 \left(T_{h_o} h_o/b + T_{a_o} a + T_{\beta_o} \beta \right) \quad (18c)$$

The lift, moment, and hinge moment are found from the pressure coefficient

$$dL/dy = q \int_0^{2b} C_p dx \quad (19a)$$

$$dM/dy = q \int_0^{2b} x C_p dx \quad (19b)$$

$$dT/dy = q \int_0^{2b} (x - x_h) C_p dx \quad (19c)$$

where the pressure coefficient is given by Eq. (15b).

$$C_p = -(4/M) \left[\bar{C}_1 + 2\bar{C}_2 Mg_x + 3C_3 M^2 (g_x^2 + a_o^2) \right] \\ \times \left[ikh_o/b + [1 + ikx/b] a + [1 + ik(x - x_h)/b] \beta \right] \quad (20)$$

and we have taken the pitch axis at the leading edge $x_o = 0$. We define the following dimensionless thickness integrals

$$I_1 = (1/2b) \int_0^{2b} g_x dx \quad (21a)$$

$$I_2 = (1/4b^2) \int_0^{2b} x g_x dx \quad (21b)$$

$$I_3 = (1/8b^3) \int_0^{2b} x^2 g_x dx \quad (21c)$$

$$I_4 = (1/2b) \int_0^{2b} g_x^2 dx \quad (21d)$$

$$I_5 = (1/4b^2) \int_0^{2b} x g_x^2 dx \quad (21e)$$

$$I_6 = (1/8b^3) \int_0^{2b} x^2 g_x^2 dx \quad (21f)$$

$$J_1 = (1/2b) \int_{x_h}^{2b} g_x dx \quad (22a)$$

$$J_2 = (1/4b^2) \int_{x_h}^{2b} x g_x dx \quad (22b)$$

$$J_3 = (1/8b^3) \int_{x_h}^{2b} x^2 g_x dx \quad (22c)$$

$$J_4 = (1/2b) \int_{x_h}^{2b} g_x^2 dx \quad (22d)$$

$$J_5 = (1/4b^2) \int_{x_h}^{2b} x g_x^2 dx \quad (22e)$$

$$J_6 = (1/8b^3) \int_{x_h}^{2b} x^2 g_x^2 dx \quad (22f)$$

These thickness integrals are evaluated at the end of this section for a typical airfoil. If we substitute Eq. (20) into Eqs. (19), make use of the definitions Eqs. (21) and (22) of the thickness integrals, and identify the resulting expressions with Eqs. (18), we obtain the oscillatory aerodynamic coefficients

$$L_{h_0} = -iK_1/k \quad (23a)$$

$$L_{a_0} = -K_1/k^2 - iK_2/k \quad (23b)$$

$$L_{\beta_0} = -K_4/k^2 - i(K_5 - 2K_4\xi_h)/k \quad (23c)$$

$$M_{h_0} = -iK_2/k \quad (23d)$$

$$M_{a_0} = -K_2/k^2 - iK_3/k \quad (23e)$$

$$M_{\beta_0} = -K_5/k^2 - i(K_6 - 2K_5\xi_h)/k \quad (23f)$$

$$T_{h_0} = -i(K_5 - 2K_4\xi_h)/k \quad (23g)$$

$$T_{a_0} = -(K_5 - 2K_4\xi_h)/k^2 - i(K_6 - 2K_5\xi_h)/k \quad (23h)$$

$$T_{\beta_0} = - (K_5 - 2K_4 \xi_h)/k^2 - i(K_6 - 4K_5 \xi_h + 4K_4 \xi_h^2)/k \quad (23i)$$

where

$$\xi_h = x_h/2b \quad (24a)$$

$$K_1 = (1/M) [\bar{C}_1 + 2\bar{C}_2 MI_1 + 3C_3 M^2 (I_4 + a_0^2)] \quad (24b)$$

$$K_2 = (1/M) [\bar{C}_1 + 4\bar{C}_2 MI_2 + 3C_3 M^2 (2I_5 + a_0^2)] \quad (24c)$$

$$K_3 = (4/3M) [\bar{C}_1 + 6\bar{C}_2 MI_3 + 3C_3 M^2 (3I_6 + a_0^2)] \quad (24d)$$

$$K_4 = (1/M) \left\{ \bar{C}_1 (1 - \xi_h) + 2\bar{C}_2 MJ_1 + 3C_3 M^2 [J_4 + a_0^2 (1 - \xi_h)] \right\} \quad (24e)$$

$$K_5 = (1/M) \left\{ \bar{C}_1 (1 - \xi_h^2) + 4\bar{C}_2 MJ_2 + 3C_3 M^2 [2J_5 + a_0^2 (1 - \xi_h^2)] \right\} \quad (24f)$$

$$K_6 = (4/3M) \left\{ \bar{C}_1 (1 - \xi_h^3) + 6\bar{C}_2 MJ_3 + 3C_3 M^2 [3J_6 + a_0^2 (1 - \xi_h^3)] \right\} \quad (24g)$$

To conclude the derivation of the oscillatory aerodynamic coefficients, we calculate the thickness integrals for the typical airfoil of Fig. 1. We approximate the airfoil by two parabolas and a line. The equation of the forward parabola that goes through the leading edge* and is horizontal at the point of the maximum thickness is

$$g_1(x)/c = (\tau/2) (x/x_m) (2 - x/x_m) \quad (25)$$

* The approximation by a sharp leading edge is consistent with the theory having ruled out detached shock waves.

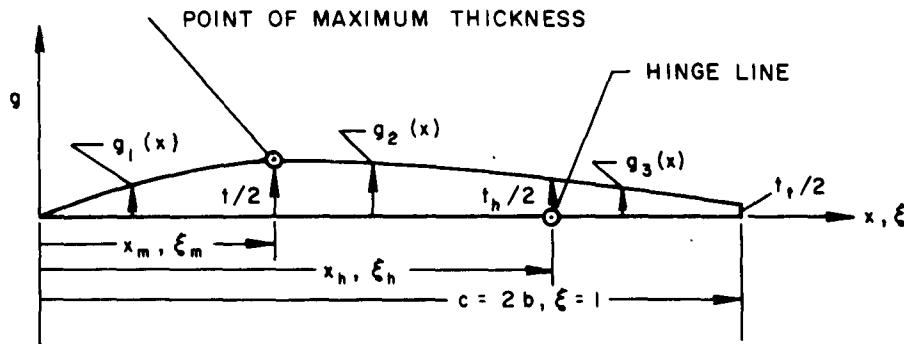


Fig. 1. Typical Airfoil Cross Section.

where $\tau = t_{\max}/c$. The second parabola, horizontal at the point of maximum thickness and going through the hinge line, is

$$g_2(x)/c = (\tau/2) \left\{ 1 - (1 - r_h) \left[(x - x_m)/(x_h - x_m) \right]^2 \right\} \quad (26)$$

where $r_h = \tau_h/\tau$ and $\tau_h = t_h/c$. The line connecting the hinge line and blunt trailing edge is given by

$$g_3(x)/c = (\tau_h/2) [1 - (1 - r_t) (x - x_h)/(c - x_h)] \quad (27)$$

where $r_t = \tau_t/\tau_h$ and $\tau_t = t_t/c$. By differentiating we find the desired slopes

$$g_1'(x)/c = (\tau/x_m) (1 - x/x_m) \quad (28a)$$

$$g_2'(x)/c = -\tau(1 - r_h)(x - x_m)/(x_h - x_m)^2 \quad (28b)$$

$$g_3'(x)/c = -(\tau_h/2)(1 - r_t)/(c - x_h) \quad (28c)$$

From the slopes, the thickness integrals follow immediately. Computing the control surface integrals first yields

$$J_1 = \int_{\xi_h}^1 g_\xi d\xi = -(1/2)(\tau_h - \tau_t) \quad (29a)$$

$$J_2 = \int_{\xi_h}^1 \xi g_\xi d\xi = -(1/4)(\tau_h - \tau_t)(1 + \xi_h) \quad (29b)$$

$$J_3 = \int_{\xi_h}^1 \xi^2 g_\xi d\xi = -(1/6)(\tau_h - \tau_t)(1 + \xi_h + \xi_h^2) \quad (29c)$$

$$J_4 = \int_{\xi_h}^1 g_\xi^2 d\xi = (1/4)(\tau_h - \tau_t)^2/(1 - \xi_h) \quad (29d)$$

$$J_5 = \int_{\xi_h}^1 \xi g_\xi^2 d\xi = (1/8)(\tau_h - \tau_t)^2(1 + \xi_h)/(1 - \xi_h) \quad (29e)$$

$$J_6 = \int_{\xi_h}^1 \xi^2 g_\xi^2 d\xi = (1/12)(\tau_h - \tau_t)^2(1 + \xi_h + \xi_h^2)/(1 - \xi_h) \quad (29f)$$

The complete airfoil integrals become

$$I_1 = \int_0^{\xi_h} g_\xi d\xi + J_1 = \tau_h/2 + J_1 \quad (30a)$$

$$I_2 = \int_0^{\xi_h} \xi g_\xi d\xi + J_2 = -(\tau/3)\xi_h + (\tau_h/6)(2\xi_h + \xi_m) + J_2 \quad (30b)$$

$$I_3 = \int_0^{\xi_h} \xi^2 g_\xi d\xi + J_3 = (\tau/12)\xi_m^2 - (1/12)(\tau - \tau_h)(3\xi_h^2 + 2\xi_h\xi_m + \xi_m^2) + J_3 \quad (30c)$$

$$I_4 = \int_0^{\xi_h} g_\xi^2 d\xi + J_4 = \tau^2/3\xi_m + (1/3)(\tau - \tau_h)^2/(\xi_h - \xi_m) + J_4 \quad (30d)$$

$$I_5 = \int_0^{\xi_h} \xi g_\xi^2 d\xi + J_5 = \tau^2/12 + (1/12)(\tau - \tau_h)^2(3\xi_h + \xi_m)/(\xi_h - \xi_m) + J_5 \quad (30e)$$

$$I_6 = \int_0^{\xi_h} \xi^2 g_\xi^2 d\xi + J_6 = (\tau^2/30)\xi_m + (1/30)(\tau - \tau_h)^2(6\xi_h^2 + 3\xi_h\xi_m + \xi_m^2)/(\xi_h - \xi_m) + J_6 \quad (30f)$$

where $\xi = x/c$, $\xi_m = x_m/c$, and $\xi_h = x_h/c$.

Having obtained the oscillatory aerodynamic coefficients, we are now in a position to derive the AICs. We consider the given and equivalent force systems in Fig. 2. The equivalent forces are arbitrarily placed at the quarter-chord, the control surface hinge line, and the trailing edge. The derivation must relate the forces F_1, F_2, F_3 to the deflections h_1, h_2, h_3 through the given leading edge aerodynamic coefficients and deflections h_o, a, β . We begin with the force equivalence.

$$\begin{bmatrix} 1 & 1 & 1 \\ b/2 & (b/2 + d) & 2b \\ 0 & 0 & c_a \end{bmatrix} \begin{Bmatrix} F_1 \\ F_2 \\ F_3 \end{Bmatrix} = \begin{Bmatrix} L_o \\ M_o \\ T_o \end{Bmatrix} \quad (31)$$

The loads and deflections are related through the definitions of the oscillatory coefficients.

$$\begin{Bmatrix} L_o \\ M_o \\ T_o \end{Bmatrix} = 4\rho\omega^2 b^2 \Delta y \begin{bmatrix} 1 & 0 & 0 \\ 0 & b & 0 \\ 0 & 0 & b \end{bmatrix} \begin{bmatrix} L_{h_o} & L_{a_o} & L_{\beta_o} \\ M_{h_o} & M_{a_o} & M_{\beta_o} \\ T_{h_o} & T_{a_o} & T_{\beta_o} \end{bmatrix} \begin{Bmatrix} h_o \\ ba \\ b\beta \end{Bmatrix} \quad (32)$$

The equivalence in the deflections is given by

$$\begin{Bmatrix} h_o \\ ba \\ b\beta \end{Bmatrix} = \begin{bmatrix} (1 + b/2d) & -b/2d & 0 \\ -b/d & b/d & 0 \\ b/d & -(b/d + b/c_a) & b/c_a \end{bmatrix} \begin{Bmatrix} h_1 \\ h_2 \\ h_3 \end{Bmatrix} \quad (33)$$

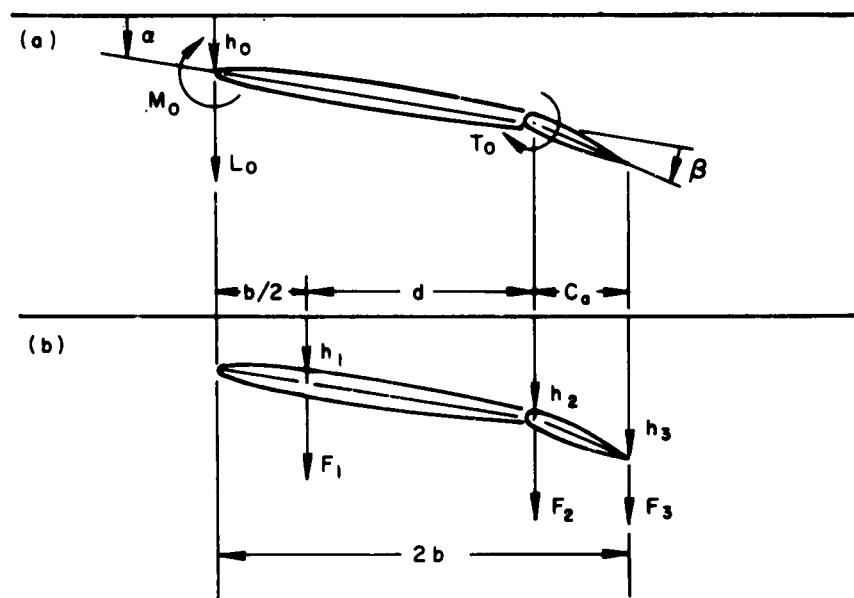


Fig. 2. Original (a) and Equivalent (b) Force Systems and Geometry for Oscillatory Case.

Substituting Eq. (33) into (32), Eq. (32) into (31), and solving for the forces yields

$$\begin{aligned}
 \begin{Bmatrix} F_1 \\ F_2 \\ F_3 \end{Bmatrix} &= 4\rho\omega^2 b^2 \Delta y \begin{bmatrix} (1 + b/2d) & -b/d & (b/c_a) (3b/2d - 1) \\ -b/2d & b/d & -(b/c_a) (3b/2d) \\ 0 & 0 & b/c_a \end{bmatrix} \\
 &\times \begin{bmatrix} L_{h_o} & L_{a_o} & L_{\beta_o} \\ M_{h_o} & M_{a_o} & M_{\beta_o} \\ T_{h_o} & T_{a_o} & T_{\beta_o} \end{bmatrix} \begin{bmatrix} (1 + b/2d) & -b/2d & 0 \\ -b/d & b/d & 0 \\ b/d & -(b/d + b/c_a) & b/c_a \end{bmatrix} \quad (34)
 \end{aligned}$$

From the definition of the AIC matrix

$$\{F\} = \rho\omega^2 b_r^2 s [C_h] \{h\} \quad , \quad (35)$$

and by identity with Eq. (34), we find the AICs for a single strip.

$$\begin{aligned}
 [C_h] &\approx 4(b/b_r)^2 (\Delta y/s) \begin{bmatrix} (1 + b/2d) & -b/d & (b/c_a) (3b/2d - 1) \\ -b/2d & b/d & -(b/c_a) (3b/2d) \\ 0 & 0 & b/c_a \end{bmatrix} \\
 &\times \begin{bmatrix} L_{h_o} & L_{a_o} & L_{\beta_o} \\ M_{h_o} & M_{a_o} & M_{\beta_o} \\ T_{h_o} & T_{a_o} & T_{\beta_o} \end{bmatrix} \begin{bmatrix} (1 + b/2d) & -b/2d & 0 \\ -b/d & b/d & 0 \\ b/d & -(b/d + b/c_a) & b/c_a \end{bmatrix} \quad (36)
 \end{aligned}$$

In the absence of a control surface Eq.(36) reduces to

$$[C_h] = 4(b/b_r)^2 (\Delta y/s) \begin{bmatrix} (1 + b/2d) & -b/d \\ -b/2d & b/d \end{bmatrix} \times \begin{bmatrix} L_{h_o} & L_{a_o} \\ M_{h_o} & M_{a_o} \end{bmatrix} \begin{bmatrix} (1 + b/2d) & -b/2d \\ -b/d & b/d \end{bmatrix} \quad (37)$$

The complete AIC matrix for a surface of N strips appears in the partitioned form

$$[C_h] = \begin{bmatrix} 0 & 0 & 0 & \cdot & \cdot & \cdot & 0 \\ 0 & C_{h1} & 0 & \cdot & \cdot & \cdot & 0 \\ 0 & 0 & C_{h2} & \cdot & \cdot & \cdot & 0 \\ \cdot & \cdot & \cdot & \cdot & & & \cdot \\ \cdot & \cdot & \cdot & \cdot & & & \cdot \\ \cdot & \cdot & \cdot & \cdot & & & \cdot \\ \cdot & \cdot & \cdot & \cdot & & & \cdot \\ 0 & 0 & 0 & \cdot & \cdot & \cdot & C_{hN} \end{bmatrix} \quad (38)$$

in which the first null partition is reserved for control points at which the aerodynamic forces are negligible (e.g., external stores) and in which the remaining partitions are of the size 3×3 or 2×2 according to whether or not the strip has a control surface.

The steady AIC matrix follows from the oscillatory solution as a limiting case. If we compare the definition of the steady matrix

$$\{F\} = (1/2)\rho V^2(S/\bar{C}) [C_{hs}] \{h\} \quad (39)$$

with the oscillatory definition Eq. (35), we observe

$$[C_{hs}] = 2(S\bar{C}/S) \lim_{k_r \rightarrow 0} k_r^2 [C_h] \quad (40)$$

From the previous section we find the limiting values of the oscillatory coefficients to be

$$\lim_{k_r \rightarrow 0} (k_r^2 L_{h_o}, k_r^2 M_{h_o}, k_r^2 T_{h_o}) = 0 \quad (41)$$

$$\lim_{k_r \rightarrow 0} k_r^2 L_{a_o} = -K_1(b_r/b)^2 \quad (42a)$$

$$\lim_{k_r \rightarrow 0} k_r^2 M_{a_o} = -K_2(b_r/b)^2 \quad (42b)$$

$$\lim_{k_r \rightarrow 0} k_r^2 T_{a_o} = - (K_5 - 2K_4 \xi_h) (b_r/b)^2 \quad (42c)$$

$$\lim_{k_r \rightarrow 0} k_r^2 L_{\beta_o} = -K_4(b_r/b)^2 \quad (43a)$$

$$\lim_{k_r \rightarrow 0} k_r^2 M_{\beta_0} = - K_5 (b_r/b)^2 \quad (43b)$$

$$\lim_{k_r \rightarrow 0} k_r^2 T_{\beta_0} = - (K_5 - 2K_4 \xi_h) (b_r/b)^2 \quad (43c)$$

D. References

1. H. Ashley and G. Zartarian. "Piston Theory--A New Aerodynamic Tool for the Aeroelastician." Journal of the Aeronautical Sciences, 23 (1956), 1109.
2. H. G. Morgan, V. Huckel, and H. L. Runyan. "Procedure for Calculating Flutter at High Supersonic Speed Including Camber Deflections, and Comparison with Experimental Results." NACA TN 4335, September 1958.
3. M. D. Van Dyke. "A Study of Second-Order Supersonic Flow Theory." NACA Report 1081, 1952.
4. W. P. Rodden, E. F. Farkas, P. E. Williams, and F. C. Slack. "Aerodynamic Influence Coefficients by Piston Theory: Analytical Development and Procedure for the IBM 7090 Computer." Northrop Corporation Report NOR-61-57, 14 April 1961.
5. J. W. Miles. The Potential Theory of Unsteady Supersonic Flow. London: Cambridge University Press, 1959, pp. 184-185.

SECTION II

GENERAL DESCRIPTION OF INPUT

A. Units

Since all dimensional input is geometrical and the aerodynamic matrix is dimensionless, only a consistent set of length units is necessary--inches or feet.

B. Classes of Numerical Data and Limitations

The data required by the program are control and option indicators, geometry, Mach numbers, and a set of reduced velocities for each Mach number. The example problem illustrates their use.

1. Example Problem

We consider the four-strip wing shown in Fig. 3 at Mach numbers 1.8 and 2.5. We use reduced velocities of 4.0 and 8.0 for both Mach numbers, and compute the steady case for Mach 2.5. The aerodynamic matrices will be computed by piston theory and by Van Dyke's quasi-steady variation. Strips 2 and 3 are considered to have control surfaces. The thickness integrals will be computed for an assumed airfoil (constant across the span) having 10 percent thickness, maximum thickness at 40 percent chord, and a blunt trailing edge having 1.5 percent thickness.

2. Program Restrictions and Options

- a. The number of strips into which a wing may be subdivided must be ≤ 25 .
- b. The number of Mach numbers must be ≤ 15 .
- c. The number of reduced velocities used with any one Mach number must be ≤ 20 .

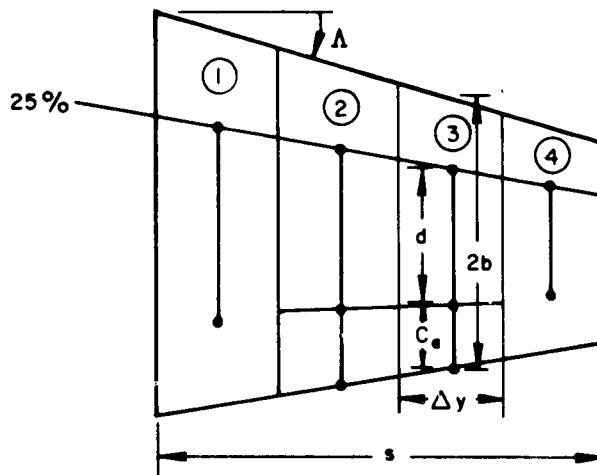


Fig. 3. Example of Four-Strip Wing.

Strip No.	Δy (ft)	b (ft)	c_a (ft)	d (ft)
1	4.7	12.28120	0	11.9
2	4.2	9.50000	5.25000	9.0
3	3.6	7.06250	3.99375	6.6
4	3.1	4.96875	0	4.5

Strip No.	ξ_m	ξ_h	τ	τ_h	τ_t
1	0.4	(not used)	0.1	0.015*	(not used)
2	0.4	0.72368421	0.1	0.050	0.015
3	0.4	0.71725664	0.1	0.050	0.015
4	0.4	(not used)	0.1	0.015*	(not used)

$\sec \Lambda = 1.25$ $S = 554.0 \text{ sq ft}$
 $b_r = 6.5 \text{ ft}$ $\bar{c} = 21.0 \text{ ft}$
 $s = 15.6 \text{ ft}$ α_0 's (constant) = 5.0°

* N.B. The trailing edge thickness is listed as the hinge line thickness in the case of no control surface.

d. If it is desired to compute the steady matrix $[C_{hs}]$, a zero or negative value of $V/b_r \omega$ must be supplied to the program. (S and \bar{c} must also be provided.)

e. Thickness integrals may be given or computed. If given they may be given only once with each deck and are considered constant with strips. a_o 's may be constant or vary with strips (for each Mach number). (τ, τ_h, τ_t) 's may be constant or vary with strips. ξ_m and ξ_h may be constant or vary with strips.

f. The control surface strips must be a continuation of the main surface strips; e. g., in the case of a partial span control surface the inboard and outboard span stations should be used as boundaries of the main surface strips.

g. As many complete sets (decks) of input data may be supplied as desired (one following the other).

SECTION III
DATA DECK SETUP

A. Loading Order

Input decks punched from keypunch forms are loaded behind column binary deck HM11. The data for each deck should be in the following order:

- (1) Heading Card 1
- (2) Heading Card 2
- (3) NTHRY, NTHICK, NALPHA, NTAUS, NZETAS *
- (4) ISZ, MSZ, NO PUNJ, JSZ₁, JSZ₂, . . . JSZ_{MSZ}
- (5) sec Λ , b_r, s, S, \bar{c}
- (6) Δy_1 , Δy_2 , . . . , Δ_{ISZ}
- (7) b₁, b₂, . . . , b_{ISZ}
- (8) c_{a1}, c_{a2}, . . . , c_{aISZ}
- (9) d₁, d₂, . . . , d_{ISZ}
- (10) Mach₁, Mach₂, . . . , Mach_{MSZ}
- (11a) If thickness integrals are given:
 - (a) When all c_{ai} = 0 tabulate only I₁, I₂, . . . , I₆.
 - (b) Any c_{ai} ≠ 0 then include J₁, J₂, . . . , J₆, and ξ_{h1} , ξ_{h2} , . . . , ξ_{hISZ} (if NZETAS = 1 only ξ_{h1} is needed).
- (11b) If thickness integrals are computed:
 - (a) τ_1 , τ_{h1} , τ_{t1} ; τ_2 , τ_{h2} , τ_{t2} ; . . . ; τ_{ISZ} , τ_{hISZ} , τ_{tISZ}
[if NTAUS = 1 only τ_1 , τ_{h1} , and τ_{t1} are needed; if c_{ai} = 0 (i. e., no control surface), the trailing edge thickness (τ_{ti}) is listed as τ_{hi} , and the location for τ_{ti} may be left blank for these strips].

*Please, no remarks about our Greek!

(b) $\xi_{m1}, \xi_{h1}; \xi_{m2}, \xi_{h2}; \dots; \xi_{mISZ}, \xi_{hISZ}$ [if NZETA = 1
only ξ_{m1} and ξ_{h1} are needed; if $c_{ai} = 0$, the program
uses $\xi_h = 1.0$ (ξ for trailing edge), and the location
for ξ_{hi} may be left blank for these strips].

(12a) If alphas do not vary with strips:

a_1, a_2, \dots, a_{MSZ}

(12b) If alphas vary with strips:

(a) a_1, a_2, \dots, a_{ISZ} for first Mach number

(b) a_1, a_2, \dots, a_{ISZ} for second Mach number

(c) a_1, a_2, \dots, a_{ISZ} for MSZ Mach number

(13) $V/b_r \omega$ series

(a) $(V/b_r \omega)_1, (V/b_r \omega)_2, \dots, (V/b_r \omega)_{JSZ}$ for first Mach
number

(b) $(V/b_r \omega)_1, (V/b_r \omega)_2, \dots, (V/b_r \omega)_{JSZ}$ for second Mach
number

(c) $(V/b_r \omega)_1, (V/b_r \omega)_2, \dots, (V/b_r \omega)_{JSZ}$ for MSZ Mach
number

B. Input Data Description

(1), (2) Heading Card 1 and Heading Card 2 may contain any characters
desired in Columns 2 through 72. These cards are convenient for
identifying the vehicle, surface, date, engineer, etc. Both cards
may be blank but must be included in the data deck.

(3) Control card: FORMAT (18I4)

(a) NTHRY = 0, piston theory is used to compute C_1 and C_2

NTHRY $\neq 0$, Van Dyke's theory is used to compute C_1 and C_2 (If $\sec \Lambda = 0$, then with either theory C_1 and C_2 are the same)

(b) NTHICK = 0, when thickness integrals are computed
NTHICK $\neq 0$, when thickness integrals are given (in this case they are constant for the surface)

(c) NALPHA = 1, the alphas are constant (do not vary with each strip)
NALPHA = ISZ, the alphas vary with each strip

(d) NTAUS = 1, the τ , τ_h , and τ_t are constant for all strips
NTAUS = ISZ, the τ , τ_h , and τ_t vary with each strip

(e) NZETAS = 1, ξ_m and ξ_h are constant for all strips
NZETAS = ISZ, ξ_m and ξ_h vary with each strip

(4) Control card: FORMAT (18I4)

(a) ISZ = number of strips, ≤ 25

(b) MSZ = number of Mach numbers, ≤ 15

(c) NO PUNJ = 0, or blank, when punched card output is desired
NO PUNJ $\neq 0$, no punched output is desired

(d) JSZ₁ = number of $(V/b_r \omega)$'s for first Mach number, ≤ 20
JSZ₂ = number of $(V/b_r \omega)$'s for second Mach number,
 ≤ 20
.
.
.
JSZ_{MSZ} = number of $(V/b_r \omega)$'s for last Mach number, ≤ 20

(5) Single parameters: FORMAT (6E12.8)

(a) sec Λ , secant of leading edge sweep angle

(b) b_r , reference semichord

- (c) s , wing semispan
- (d) S , wing area
- (e) \bar{c} , mean aerodynamic chord
- (6) Δy_i series: FORMAT (6E12.8)
 $\Delta y_1 \dots \Delta y_{ISZ}$, strip widths
- (7) b_i series: FORMAT (6E12.8)
 $b_1 \dots b_{ISZ}$, local semichords
- (8) c_{ai} series: FORMAT (6E12.8)
 $c_{a1} \dots c_{aISZ}$, control surface chords; in the absence of a control surface, c_{ai} may be zero or blank, but a sufficient number of cards must be included
- (9) d_i series: FORMAT (6E12.8)
 $d_1 \dots d_{ISZ}$, distance between forward and aft control points
- (10) Mach number series: FORMAT (6E12.8)
 $Mach_1 \dots Mach_{MSZ}$, in any order desired, but the number listed must agree with MSZ
- (11a) Thickness integrals given: FORMAT (6E12.8)
 - (a) I_1, I_2, \dots, I_6 , the complete airfoil thickness integrals
 - (b) J_1, J_2, \dots, J_6 , the control surface thickness integrals, use only when $c_{ai} \neq 0$
 $\xi_{h1}, \xi_{h2}, \dots, \xi_{hISZ}$, dimensionless chordwise coordinate (x_h/c) for the control surface hinge line
- (11b) Thickness integrals are computed: FORMAT (6E12.8)
 - (a) τ_i , τ_{hi} , and τ_{ti} , airfoil thickness ratios (t/c) at point of maximum thickness, hinge line, and trailing edge, respectively

(b) ξ_{mi} and ξ_{hi} , dimensionless chordwise coordinates for point of maximum thickness and hinge line

(12a) Alphas do not vary with strips (alpha is α_0 , the initial angle of attack). FORMAT (6E12.8)

$\alpha_1, \alpha_2, \dots, \alpha_{MSZ}$ (degrees) are tabulated in order for each Mach number

(12b) Alphas vary with strips: FORMAT (6E12.8)

$\alpha_1, \alpha_2, \dots, \alpha_{ISZ}$ (degrees) are tabulated for each Mach number. The series for each Mach number starts on a new line (card).

(13) $V/b_r \omega$ series, reference reduced velocity: FORMAT (6E12.8)

There is a reduced velocity series for each Mach number; each series starts on a new line (card), and the number of $V/b_r \omega$'s must agree with the JSZ for the respective Mach number.

C. Example Keypunch Forms

Example keypunch forms are given on the following pages. Columns 73 through 80 are reserved for data deck identification. This space may be used in any fashion; however, it is suggested that the last three columns be used for sequencing. Only the cards with sequencing in Columns 73 through 80 are to be used in the sample data deck; the lines (cards) with Columns 73 through 80 blank are for clarification of input.

SECTION IV

PROGRAM OUTPUT

A. Printed Output

1. All input data
2. Thickness integrals (I's and J's)
3. Each group of aerodynamics influence coefficients (comprising a complete aerodynamic matrix), associated Mach number, and $V/b_r \omega$
4. Sequencing numbers (Columns 73 through 80) of the first and last punched cards (output) for each group (one $V/b_r \omega$) of influence coefficients
5. Example problem printed output is shown on the following pages

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

INPUT DATA

4 STRIPS
2 MACH NUMBERS
5 REDUCED FREQUENCIES (TOTAL)

SECANT LAMBDA = 0.124999999E 01
BB = 0.665999999E 01
S = 0.15600000E 02
\$ = 0.55400000E 03
C BAR = 0.20999999E 02

STRIP 1: BETA (A) V (E) B (E) C (E)

1 0.46999999E 01 0.12281200E 02 0.
2 0.41999999E 01 0.95000000E 01 0.52499999E 01
3 0.35999999E 01 0.70625000E 01 0.39937499E 01
4 0.29999999E 01 0.49607500E 01 0.
STRIP 2: H

1 0.40000000E-00 0.09999999E 01 0.09999999E-00 0.15000000E-01
2 0.40000000E-00 0.72368421E 00 0.09999999E-00 0.49999999E-01
3 0.40000000E-00 0.11756641E 00 0.09999999E-00 0.69999999E-01
4 0.40000000E-00 0.09999999E 01 0.09999999E-00 0.15000000E-01

MAH NUMBER = 1.80000000
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01

ALPHA ZERO SERIES (BETAS) = 5.00
ALPHA ZERO SERIES (TURBULENCE) = 5.00

MAH NUMBER = 2.50000000
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01
1/K(R) = 0.

MAH NUMBER = 5.00
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01
1/K(R) = 0.

MAH NUMBER = 5.00
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01
1/K(R) = 0.

MAH NUMBER = 5.00
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01
1/K(R) = 0.

MAH NUMBER = 5.00
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01
1/K(R) = 0.

MAH NUMBER = 5.00
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01
1/K(R) = 0.

MAH NUMBER = 5.00
1/K(R) = 0.40000000E 01
1/K(R) = 0.80000000E 01
1/K(R) = 0.

STRIP		INTERFACES					
	J(1)	J(2)	J(3)	J(4)	J(5)	J(6)	
1	0.	0.	0.	0.	0.	0.	
2	0.	0.	0.	0.	0.	0.	
3	0.	0.	0.	0.	0.	0.	
4	0.	0.	0.	0.	0.	0.	
STRIP		I(1)	I(2)	I(3)	I(4)	I(5)	I(6)
1	0.	0.	0.	0.	0.	0.	
2	0.	0.	0.	0.	0.	0.	
3	0.	0.	0.	0.	0.	0.	
4	0.	0.	0.	0.	0.	0.	

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

3

INITIAL GASE

MACH = 1.000000000

1/K(R) = 0.400000000E 01

ESTIMATES

CH(1)	SIZE = 2 BY 2		
0.71788753E 01	-0.39289374E 011	-0.71788753E 01	0.64322150E 001
0.44294456E 01	0.64322149E 001	-0.44294456E 01	-0.26705447E 011

CH(2)	SIZE = 3 BY 3		
0.71788753E 01	-0.39289374E 011	-0.71788753E 01	0.64322150E 001
0.44294456E 01	0.64322149E 001	0.66372523E 001	-0.72119861E 01
-0.	-0.	1.02119868E 01	-0.14268376E-001
			-0.21198682E 01

CH(3) SIZE = 3 BY 3

0.69166660E 001	-0.31630100E 011	-0.63116600E 01	0.58473460E 001
0.89355932E 000	0.13010400E 001	0.92345917E 001	-0.85239346E 001
-0.	0.13443417E-001	0.63250100E 01	-0.91325322E-001

CH(4) SIZE = 2 BY 2			
0.48474802E 01	-0.10759194E 011	-0.48474802E 01	0.23693249E-001
0.33333333E 01	0.33333333E-001	0.33333333E 01	-0.33333333E-001

PRINTED CARDS NBS. MACH = 0 THRU MACH 12

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

DISCHARGE AREA

MACH = 1.800000000

1/KIR) = 0.80000000E 01

411181PS

CH(1) SIZE = 2 BY 2

0.28715501E 02 -0.78578748E 011 -0.28715501E 02 0.12864430E 011
0.17717782E 02 0.12864430E 011 -0.17717782E 02 -0.53410894E 011

CH(2) SIZE = 3 BY 3

0.431181920E 02 0.431181920E 031 -0.18888477E -016 0.38878460E 001
0.317274580E 01 0.317274580E 011 -0.317274580E 01 0.28346794E 001
-0. -0. 1 0.84794731E 01 -0.28536753E -001 -0.84794731E 01 -0.57073312E 001

CH(3) SIZE = 3 BY 3

0.34550000E 02 0.34550000E 011 -0.77446800E 02 0.77446800E 011 -0.28715501E 001
0.28715501E 01 0.28715501E 001 -0.28715501E 01 0.28715501E 001
-0. -0. 0 0.18895500E 02 0.18895500E 011 -0.18895500E 01 0.18895500E 001

CH(4) SIZE = 2 BY 2

0.19389921E 02 -0.21518388E 011 -0.19389921E 02 0.47386498E -001
0.19389921E 01 0.19389921E 001 -0.19389921E 02 -0.19389921E 01

PLUNGED COIDS NEED THREE THRU FIVE 25

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

5

OSCILLATORY GATE

MACH = 2.500000000

1/K(R) = 0.400000000E 01

ASTRIEFS

0.57621686E 01 -0.314588882E 011 -0.57621686E 01 0.50858803E 001
0.28960149E 01 0.50858802E 001 -0.28960149E 01 -0.18340717E 011

0.250001110E 01 -0.2313730E 011 -0.456877530E 01 0.400010731E -001
0.507591119E 00 -0.200010731E -001 0.66290549E 60 -0.662905329E 001 -0.14103174E 01 -0.98997386E -011
-0. 0.21424233E -081 0.147081177E 01 -0.98997386E -011 -0.147081177E 01 -0.19799466E -001

CH(1) SIZE = 2 BY 2

0.157101110E 01 -0.157101110E 01 0.157101110E -001 -0.157101110E -001
0.314202220E 00 -0.314202220E 00 0.314202220E 001 -0.314202220E 001
-0. 0.314202220E 00 -0.314202220E 00 0.314202220E 001 -0.314202220E 001

CH(2) SIZE = 3 BY 3

0.39233785E 01 -0.86084867E 001 -0.39233785E 01 0.18180238E -001
0.211011431E 01 0.191101143E 001 -0.211011431E 01 0.58027222E -001
-0. 0.211011431E 01 0.191101143E 001 -0.211011431E 01 0.58027222E -001

PUBLISHED CARS3 NOS5 - HB11 - 26 THRU HB11 - 31

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

OSCILLATORY CASE

MACH = 2.50000000

1/KIR = 0.00000000E 01

*STRINGS

CH(1) SIZE = 2 BY 2

0.23048674E 02	-J.62917764E 011	-0.23048674E 02	0.10171760E 011
0.11584059E 02	0.10171760E 011	-0.11584059E 02	-0.36681435E 011

0.42848467E-081	0.42848467E-081	CH(2) SIZE = 3 BY 3	0.42848467E-081
0.39351001E 02	-0.47486557E 011	0.240821463E 011	0.15507064E-06
0.74638711E 01	0.31096319E 011	-0.12170660E 011	-0.58834098E 01 -0.19799477E-001
-0.	0.58832709E 01	-0.19799477E-001	-0.58832709E 01 -0.39598934E-001

CH(3) SIZE = 3 BY 3

0.19344711E 02	-0.21125201E 011	-0.13371721E 011	-0.61115681E 06	-0.35895152E 001
0.71405481E 01	0.11874320E 011	0.71405481E 011	0.29855100E 01	0.19799477E-001
0.	0.30613262E 01	0.129619187E 011	0.58834098E 01	-0.23939300E-001

CH(4) SIZE = 2 BY 2

0.15693514E 02	-0.17216273E 011	-0.15693514E 02	0.36360475E-001
0.11259313E 01	0.16889475E-001	-0.87459339E 01	-0.11264433E 011

PUNCHED CARDS NO.5, FILE 1, 39 THRU 4801 51

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY

7

STABILITY CASE

MACH = 2.5000000

1/K(R) = INFINITY

STRIPS

CH(1) SIZE = 2 BY 2

0.42592202E-00	-0.42592202E-00
0.21406464E-00	-0.21406464E-00

CH(2) SIZE = 3 BY 3

0.43102968E-00	-0.43102968E-00	0.206955879E-00
0.44915907E-01	0.61183333E-01	-0.10871838E-00
-0.	0.10871838E-00	-0.10871838E-00

CH(3) SIZE = 3 BY 3

0.39903652E-00	-0.39903652E-00	-0.11674341E-01
0.34011682E-01	0.56100000E-01	-0.931886374E-01
-0.	0.27116190E-01	-0.931886374E-01

CH(4) SIZE = 2 BY 2

0.29000423E-00	-0.29000423E-00
0.1616323E-00	-0.1616323E-00

FUNCTION CALLS NBS = 32 THRU 381

HM110686

4

NON-ROTATING INFLUENCE COEFFICIENTS ON PISTON THEORY
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

INPUT DATA

1 STRIPS
2 MACH NUMBERS
5 REDUCED FREQUENCIES (TOTAL)

SECANT LAMBDA = 0.12499999E 01
B(R) = 0.6438888888E 01
S = 0.1566666667E 02
I = 0.5516666667E 03
C BAR = 0.20999999E 02

STRIP	DELTA Y (I)	B(I)	C(I)	D(I)
1	0.10000000E 01	0.122317200E 02	-0.	0.1113666666666666E 02
2	0.35999999E 01	0.9500000000E 01	0.5269999999E 01	0.3599999999E 01
3	0.35999999E 01	0.70625000E 01	0.39937499E 01	0.65999999E 01
4	0.30999999E 01	0.49687500E 01	-0.	0.45000000E 01

STRIP	R1/R	R1/R	R1/R	R1/R
1	0.99999999E 00	0.99999999E 01	0.99999999E 00	0.1500000000E -01
2	0.40000000E -00	0.72368421E 00	0.09999999E -00	0.49999999E -01
3	0.40000000E -00	0.71725664E 00	0.09999999E -00	0.49999999E -01
4	0.40000000E -00	0.09999999E 01	0.09999999E -00	0.15000000E -01

MACH NUMBER = 1.00000000
1/A(R) = 0.46000000E 01
1/K(R) = 0.80000000E 01
ALPHA ZERO SERIES (DEGREES) = 5.00 5.00 5.00

MACH NUMBER = 2.00000000

1/K(R) = 0.499999999E-01

1/K(R) = 0.80000000E-01

ALPHA ZERO SERIES (DEGREES) = 5.00

5.00

5.00

COMPUTED INTEGRALS

STRIP	J(1)	J(2)	J(3)	J(4)	J(5)	J(6)
1	0.	0.	0.	0.	0.	0.
2	-0.17500000E-01	-0.11057231E-01	-0.71109330E-01	0.11083332E-02	0.95720021E-03	0.83075074E-03
3	-6.17500000E-01	-4.11011993E-01	-6.711011993E-01	0.108311376E-02	0.930011467E-03	0.805751006E-03
4	0.	0.	0.	0.	0.	0.

STRIP	I(1)	I(2)	I(3)	I(4)	I(5)	I(6)
1	0.74999999E-02	-0.72333333E-01	-0.243914688E-01	0.91718331E-02	0.42591108E-02	0.30875553E-02
2	0.75000000E-02	0.22333333E-01	0.72333333E-01	0.971114031E-02	0.34633333E-02	0.20313333E-02
3	0.75000000E-02	0.22333333E-01	0.72333333E-01	0.96409312E-02	0.34533333E-02	0.20113333E-02
4	0.74999999E-02	-0.27333333E-02	-0.26716666E-01	0.97783331E-02	0.42451386E-02	0.30875553E-02

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

/o

ONE-STEP CASE

MACH = 1.80000000

1/K(R) = 0.40000000E 01

45 FRAMES

CH(1) SIZE = 2 BY 2
0.11171371E 02 -0.605000227E 011 -0.11171371E 02 0.93697202E 001
0.49569440E 01 0.93697204E 001 -0.49569440E 01 -0.32057271E 011

CH(2) SIZE = 3 BY 3
0.4106923380E 02 -0.4106923380E 02 0.501166380E 001 -0.717609365E -011
0.93588296E 00 0.40746372E -001 0.17310714E 01 -0.10904364E 011 -0.26669544E 01 -0.17950657E -001
-0.32135350E -071 0.266669553E 01 -0.179506555E -001 -0.266669554E 01 -0.35901324E -001
-0.

CH(3) SIZE = 3 BY 3
0.93588296E 01 -0.32135350E -001 0.17310714E 01 -0.93588296E 011 -0.32135350E -001
0.73401403E 00 0.266669553E -001 0.179506555E -001 -0.266669554E 01 -0.17950657E -001
-0. 0.81192928E -081 0.22991367E 01 -0.11772015E -001 -0.22991368E 01 -0.23544054E -001

CH(4) SIZE = 2 BY 2

0.11171371E 01 -0.11171371E 011 0.11171371E 01 0.11171371E 001
0.49569440E 01 0.49569440E 001 -0.32057271E 01 -0.32057271E 001

PUNCHED CARDS NOS. HM11 60 THRU HM11 72

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY
(WITH VAN DYKES QUASI-STADY THEORY FINAGLING FACTOR)

OSCILLATORY CASE

MACH = 1.80000000

1/K(R) = 0.80000000E 01

4310105

CH(1) SIZE = 2 BY 2
0.44685484E 02 -0.12100045E 021 -0.44685484E 02 0.18739440E 011
0.19827776E 02 0.18739440E 011 -0.19827776E 02 -0.64114542E 011

CH(2) SIZE = 3 BY 3
0.42716591E 02 -0.83173441E 011 -0.42716591E 02 0.8145921191 001 -0.31014738E 06 0.46521191E -071
0.37435318E 01 0.81492744E 001 0.69242857E 01 -0.21808727E 011 -0.10667817E 02 -0.35901315E -001
-0.64272700E -071 0.10667821E 02 -0.35901310E -001 -0.10667821E 02 -0.71802649E 001

CH(3) SIZE = 3 BY 3
0.33007581E 02 -0.520008243E 011 -0.33007581E 02 0.56173953E 001 -0.57432242E 07 0.10768545E -071
0.33007581E 01 0.520008243E 001 0.61771197E 01 -0.13918633E 011 -0.91965462E 01 -0.23544030E -001
-0.16238585E -071 0.91965472E 01 -0.23544030E -001 -0.91965473E 01 -0.47088108E -001

CH(4) SIZE = 2 BY 2
0.30317163E 02 -0.310130011 011 0.10555665E 02 0.66295747E 001
0.14636091E 02 0.310130011 011 -0.19669911E 02 -0.19184311E 01

PUNCHED CARDS NOS. HM11 73 THRU HM11 85

17

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY
(WITH VAN DYKES QUASI-STADY THEORY FINAGLING FACTOR)

OSCILLATORY CASE

MACH = 2.5000000

1/K(R) = 0.40000000E 01

45INCHES

0.67178680E 01	-0.36588867E 01	0.67178680E 01	0.58417013E 001
0.32115138E 01	0.58417010E 001	-0.32115138E 01	-0.20540553E 011

0.64668594E 00	0.23948264E-001	0.1C177666E 01	-0.68747969E 001	-0.16646261E 01	-0.11204222E-001	-0.16646265E 01	-0.22408430E-001
-0.	-0.	0.16646264E 01	-0.11204222E-001	-0.16646265E 01	-0.22408430E-001		

0.363606739E 01	-0.37619589E 011	-0.56206737E 01	0.15919605E-001	-0.12922239E-001	0.11937573E-001	0.14336203E-001	0.14336203E-001
0.642730503E 00	0.15919586E-001	0.363606709E 00	-0.41939102E-001	-0.14336203E-001	-0.14336203E-001		

-0.	0.40596464E-001	0.14336210E 01	-0.73404244E-011	-0.14336210E 01	-0.14680822E-001		
-----	-----------------	----------------	------------------	-----------------	------------------	--	--

CH(1) SIZE = 2 BY 2

0.67178680E 01	-0.36588867E 01	0.67178680E 01	0.58417013E 001
0.32115138E 01	0.58417010E 001	-0.32115138E 01	-0.20540553E 011

PUNCHED CARDS NOS. HM11 86 THRU HM11 98

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

OSCILLATORY CASE

MACH = 2.5000000

1/K(R) = 0.80000000E 01

4 STRIPS

CH(1) SIZE = 2 BY 2

0.26871472E 02	-0.73177734E 011	-0.26871472E 02	0.11683402E 011
0.12846056E 02	0.11683401E 011	-0.12846056E 02	-0.41081105E 011

CH(2) SIZE = 3 BY 3

0.25874376E 02	-0.39868260E 011	-0.25874376E 012	0.418963720E -001	-0.15581664E -006	0.11630298E -071
0.25874376E 01	0.47896529E -001	0.40710666E 01	-0.13749593E 011	-0.66585043E 01	-0.22408446E -001
-0.	-0.	1	0.66585060E 01	-0.22408444E -001	-0.66585062E 01

CH(3) SIZE = 3 BY 3

0.25874376E 02	-0.39868260E 011	-0.25874376E 012	0.418963720E -001	-0.516834018E -006	0.35895152E -001
0.25874376E 01	0.47896529E -001	0.40710666E 01	-0.13749593E 011	-0.57344840E 01	-0.29361644E -001
-0.	-0.	1	0.81192928E -001	0.57344840E 01	-0.14680848E -001

CH(4) SIZE = 2 BY 2

0.18178571E 02	-0.378016590E 011	-0.18178571E 012	0.415934212E -001
0.36357173E 01	0.415934213E 011	-0.363571731E 012	-0.12348559E 011

PUNCHED CARDS NOS. HM11 99 THRU HM11 111

14

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY
(WITH VAN DYKES QUASI-STEADY THEORY FINAGLING FACTOR)

STEADY CASE

MACH = 2.50000000

1/K(R) = INFINITY

4 STRIPS

CH(1) SIZE = 2 BY 2
0.49656443E-00 -0.49656443E-00
0.23738536E-00 -0.23738536E-00

CH(2) SIZE = 3 BY 3
0.47813884E-01 0.75230224E-01 -0.12304410E-00
0.12304414E-00 -0.12304414E-00
-0.

CH(3) SIZE = 3 BY 3
0.01565135E-09 -0.01565135E-09 -0.12304410E-00
0.00952503E-01 0.00952503E-01 -0.12304414E-00
-0.
0.10596891E-00 -0.10596891E-00

CH(4) SIZE = 2 BY 2

0.31079451E-09 -0.31079451E-09
0.117922531E-09 -0.117922531E-09

PUNCHED CARDS NOS. HM11 112 THRU HM11 119

B. Punched Output

1. A deck of punched cards (output) from this program is suitable as an input deck to other programs requiring the use of AICs.
2. All punched output is sequenced in order on Columns 73 through 80 starting with HM110000. The data is punched in the following order:
 - a. Card 1 contains $(V/b_r \omega)_1$ and M_1 : FORMAT (6E12. 8)
 - b. Card 2 contains the size (number of control points) of the AIC matrix and the number of strips: FORMAT (18I4)
 - c. The AIC matrix punched in column binary form and its TRA card make up the remainder of the punched output for $(V/b_r \omega)_1$
3. The order of Statement 2 above is repeated for all reduced velocities and associated Mach numbers per input deck.
4. Each AIC matrix is punched by columns. Column 1 starts in Origin 1 and Column 2 in Location (1 + matrix size).
5. The oscillatory AIC matrix is punched in the order -- Column 1 (real), Column 1 (imaginary), Column 2 (real), Column 2 (imaginary), . . . , Column N (real), Column N (imaginary). In the steady case all columns are real and are punched in order.

SECTION V
PROCESSING INFORMATION

A. Operation

STANDARD FORTRAN MONITOR system

B. Estimated Machine Time

T = time in minutes

ISZ = number of strips

JSZM = total number of reduced velocities

MSZ = number of Mach numbers

n = number of sets (decks) of input data

$$T = 1.0 + .02 [(ISZ \cdot MSZ \cdot JSZM)_1 + (ISZ \cdot MSZ \cdot JSZM)_2 + \dots + (ISZ \cdot MSZ \cdot JSZM)_n]$$

C. Machine Components Used

Core storage, about 5300

Standard FORTRAN input tape (NTAPE 2)

Standard FORTRAN output print tape (NTAPE 3)

Standard FORTRAN output punch tape (NTAPE 7)

SECTION VI
PROGRAM NOTES

A. Subroutines Used

RDLN, reads and prints title cards

AEROP4, punch AIC matrix

BINPU, column binary punch

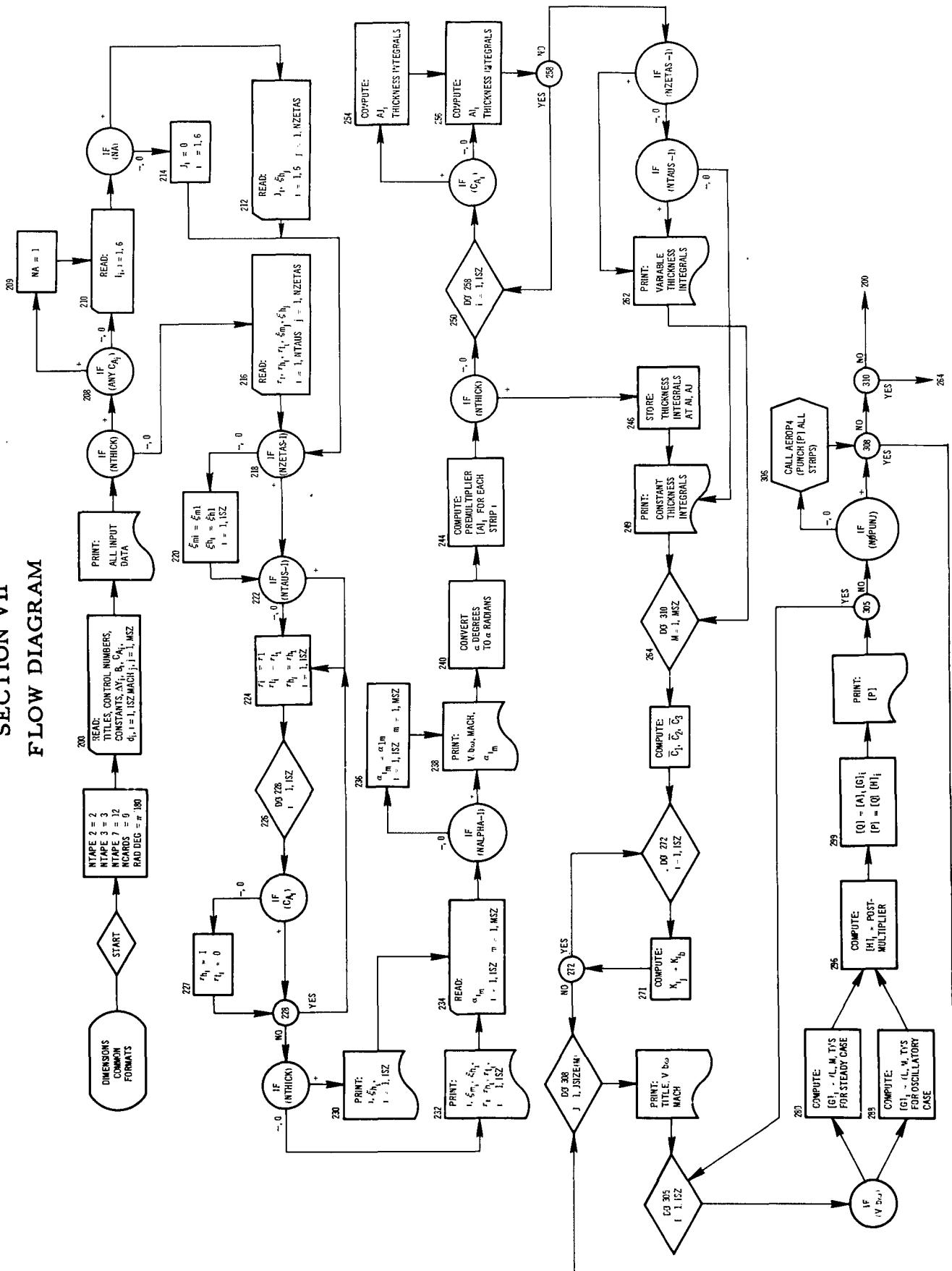
All other subroutines are on library tapes

B. Generalized Tapes

Input, print, and punch tapes in this coding are defined as Units 2, 3, and 12, respectively; however, these may be altered by placing the desired units on symbolic cards HM110060, HM110061, and HM110062.

SECTION VII

FLOW DIAGRAM



SECTION VIII
SYMBOLIC LISTING

Some of the symbols used in the program are defined as follows:

<u>FORTRAN Symbols</u>	<u>Definition</u>
NTHRY	Option--theory used for \bar{C}_1 , \bar{C}_2
NTHICK	Option--thickness integrals given or computed
NALPHA	Option--a's constant or vary
NTAUS	Option-- τ 's constant or vary
NZETAS*	Option-- ξ 's constant or vary
NØ PUNJ	Option--punching or no punching
ISZ	Number of strips
MSZ	Number of Mach numbers
J SIZE (M)	Number of reduced velocities for Mach number
JSZ	Number of reduced velocities for a Mach number
SEC LAM	$\sec \Lambda$
BR	b_r
S	s
CAP S	S
C BAR	\bar{c}

*Please, no remarks about our Greek!

SYMBOLIC LISTING (continued)

<u>FORTRAN Symbols</u>	<u>Definition</u>
C BAR 1	\bar{C}_1
C BAR 2	\bar{C}_2
RAD DEG	$\pi/180.0$ (program constant)
DELTA Y(I)	Δy for strip i
B (I)	b for strip i
CA (I)	c_a for strip i
D (I)	d for strip i
EMACH (M)	m'th Mach number
EKR (J, M)	$1/k_r = (V/b_r \omega)$ for reduced velocity j, for m'th Mach number
EI (N)	I series (thickness integrals)
EJ (N)	J series (thickness integrals)
AI (I, N)	I series for strip i
AJ (I, N)	J series for strip i
ZETA H (I)	ξ_h for strip i
ZETA M (I)	ξ_m for strip i
TAU (I)	τ for strip i
TAU H (I)	τ_h for strip i
TAU T (I)	τ_t for strip i
ALPHA (I, M)	α for strip i, for m'th Mach number
EK (I, N)	K series for strip i

SYMBOLIC LISTING (continued)

<u>FORTRAN Symbols</u>	<u>Definition</u>
C _O NST (I)	$4(b/b_r)^2 \Delta y/s$ for strip i
A (I, N, K)	Premultiplying matrix in oscillatory coefficients matrix equation
G (N, K)	Real, oscillatory leading edge coefficient matrix
GI (N, K)	Imaginary matrix
H (N, K)	Postmultiplying matrix in oscillatory coefficients matrix equation
Q (N, K)	Working array
QI (N, K)	Working array
P (N, K)	AIC matrix, complex

The symbolic listing of the program is shown on the following pages.

AERONAUTIC INFLUENCE COEFFICIENTS BY PESTON THEORY

```

1      / (1H 40X, 6(1F8.2, 3X) )      )  HM110039
10 FORMAT (1H0 33X, 30HGIVEN THICKNESS INTEGRALS (CONSTANT) )  HM110040
1      16H FOR ALL STRIPS) )  HM110041
11 FORMAT (1H0 37X, 30HGIVEN COMPUTED THICKNESS INTEGRALS (CONSTANT) )  HM110042
12 FORMAT (1H0 37X, 30HGIVEN COMPUTED THICKNESS INTEGRALS )  HM110043
13 FORMAT (1H0 5X, 5HSTRIP 7X, 4HJ(1) 12X, 4HJ(2) 12X, 4HJ(3) 12X,  HM110044
1      4HJ(4) 12X, 4HJ(5) 12X, 4HJ(6) // (119, 3X, 6E16.8) )  HM110046
14 FORMAT (1H0 5X, 5HSTRIP 7X, 4HJ(1) 12X, 4HJ(2) 12X, 4HJ(3) 12X,  HM110047
1      4HJ(4) 12X, 4HJ(5) 12X, 4HJ(6) // (119, 3X, 6E16.8) )  HM110048
15 FORMAT (1H0 53X, 11HSTEADY CASE // 1H 52X, 6HMACH = 1F 16.8,  HM110050
1      // 1H 50X, 17H1/K(R) = INFINITY // 1157, 7HSTRIPS )  HM110051
16 FORMAT (1H0 51X, 16HOSCILLATORY CASE // 1H 49X, 6HMACH = 1F16.8HM110052
17 FORMAT (1H0 47X, 8H1/K(R) = 1E16.8 // 1157, 7HSTRIPS )  HM110053
18 FORMAT (1H0 43X, 3HCH(1) 1H, 8H) 4H7F = 112, 3H BY 112 )  HM110054
19 FORMAT (1H 30X, 3E18.8)  HM110055
20 FORMAT (1H 3X, 2E16.8, 1H) 2E16.8, 1H )  HM110056
21 FORMAT (1H 19X, 2E16.8, 1H) 2E16.8, 1H )  HM110057
22 FORMAT (1H 39X, 2E18.8)  HM110058
NTAPE1=2
NTAPE2=3
NTAPE7=12
NCARDS=0
RAD DEG=3. 14159265 / 180.
READ INPUT FILE NIAPE2, NTAPE2, NITAPE3, 11
CALL EDIN (NTAPE2, NTAPE3, 23)
READ INPUT TAPE NTAPE2, 1, ISZ, MSZ, NOPUNJ, (JSIZE(I), I=1, MSZ)  HM110066
READ INPUT TAPE NTAPE2, 2, SECLAIM, BR, S, CAPS, CBAR  HM110068
READ INPUT TAPE NTAPE2, 2, (DELTAY(I), I=1, ISZ)  HM110070
READ INPUT TAPE NTAPE2, 2, (RATY(I), I=1, ISZ)  HM110071
READ INPUT TAPE NTAPE2, 2, (CA(I), I=1, ISZ)  HM110072
READ INPUT TAPE NTAPE2, 2, (DI(I), I=1, ISZ)  HM110073
READ INPUT TAPE NIAPE2, 2, (EMACH(I), I=1, MSZ)  HM110074
READ INPUT TAPE NIAPE2, 2, (EMACH(I), I=1, MSZ)  HM110075
JDOC=0
)

```

ALGORITHM FOR INFLUENCE COEFFICIENTS BY PERTURBATION THEORY.

```

DO 202 I=1,MSZ          HMI10077
202  JDOG=JDOG+JSIZE(I)  HMI10078
      WRITE OUTPUT TAPE NTAPE3, 3  HMI10079
      IF (INTAU(1)=206) 204
204  WRITE OUTPUT TAPE NTAPE3, 4  HMI10080
      WRITE OUTPUT TAPE NTAPE3, 5  HMI10081
206  WRITE OUTPUT TAPE NTAPE3, 5, ISZ, MSZ, JDOG, SECLAM, BR, S, CAPS, HMI10082
      1, CBAR, (I, DELTA(I)), B(I), CA(I), D(I), I=1,ISZ)  HMI10083
      2, (INTAU(I)) 2116,210,209  HMI10084
      3, 210, 15, ISZ  HMI10085
208  NA=0  HMI10086
      IF (CA(I)) 210,210,209  HMI10087
209  NA=1  HMI10088
210  CONTINUE  HMI10089
      READ INPUT TAPE NTAPE2, 2, (INTAU(I)), I=1,6  HMI10090
      1, 211, 211, 211, 211, 211, 211  HMI10091
211  READ INPUT TAPE NTAPE2, 2, (INTAU(I)), I=1,6  HMI10092
212  READ INPUT TAPE NTAPE2, 2, (ZETAH(I)), I=1,NZETAS  HMI10093
      GOTO 216  HMI10094
214  GO 215, I=1,6  HMI10095
215  L111, I=0  HMI10096
      216  READ INPUT TAPE NTAPE2, 2, (TAU(I)), TAUTH(I), TAUTH(I), INTAU(I)  HMI10097
      READ INPUT TAPE NTAPE2, 2, (ZETAM(I)), ZETAH(I), I=1,NZETAS  HMI10098
218  IF (NZETAS-1) 220,220,222  HMI10099
220  DO 221, I=1,ISZ  HMI10100
      1, 216, 216, 216, 216, 216  HMI10101
221  ZETAH(I)=TAU(I)  HMI10102
      1, 216, 216, 216, 216, 216  HMI10103
      216, 216, 216, 216, 216, 216  HMI10104
222  IF (INTAU(1)=1) 224,224,226  HMI10105
224  DO 225, I=1,ISZ  HMI10106
      TAU(I)=TAU(I)  HMI10107
      1, 216, 216, 216, 216, 216  HMI10108
225  ZETAH(I)=TAU(I)  HMI10109
      1, 216, 216, 216, 216, 216  HMI10110
      216, 216, 216, 216, 216, 216  HMI10111
226  DO 228, I=1,ISZ  HMI10112
      IF (CA(I)) 227,227,228  HMI10113
      227, ZETAH(I)=1.  HMI10114

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118/122

244 CONTINUE

```

IF (NUMBER.EQ.1)      250,250,256
      NUMBER=1
      DO 248 N=1,6
        AI(I,N)=EI(N)
        AJ(I,N)=0.
      IF (I.GE.1)      250,250,257
247  AJ(I,N)=0.
      NUMBER=1
248  CONTINUE
      WRITE OUTPUT TAPE NTAPE3, 10
      249 WRITE OUTPUT TAPE NTAPE3, 13, NUMBER,  (AJ(NUMBER,N),N=1,6)
      WRITE OUTPUT TAPE NTAPE3, 13, NUMBER,  (ATENNUMBER(N,N),N=1,6)
      GO TO 254
250 NUMBER=1
      DO 258 I=1,ISZ
        T=TAU H(I)-TAU T(I)
      IF (I.GE.1)      252,253,254
252  DO 253 K=1,6
253  AJ(I,K)=0.
      GO TO 256
254 NUMBER=I
      AJ(I,I)=0.5*H(I)
      AJ(I,2)=0.3333333333333333*H(I)
      AJ(I,3)=0.1666666666666667*H(I)
      AJ(I,4)=0.0833333333333333*H(I)
      AJ(I,5)=0.125*T*I*(1.0+ZETA H(I)) / (1.0-ZETA H(I)) * (A-H(I))
      AJ(I,6)=(1.0/12.0)*T*I*(1.0+ZETA H(I)*ZETA H(I)) / (1.0-ZETA H(I))
      1   / (1.0-ZETA H(I))
255 CONTINUE
      TS=(TAU(I)-TAU H(I))*(TAU(I)-TAU H(I))
      AI(I,1)=(TAU H(I)/2.0)*AJ(I,1)
      AI(I,2)=-(TAU(I)/3.0)*ZETA H(I)+(TAU H(I)/6.0)

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THE HISTORY OF THE AMERICAN REVOLUTION.

AERONAUTIC INSTITUTE OF TECHNOLOGY BY PESTON THEORY.

4/20/62

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1   *A(1,1,2)+3.0*CBAR3*EMS*(2.0*A(1,1,5)+ALPHA(1,M))*ALPHA(1,M))  HM110229
1   EK(1,3)=(4.0/(3.0*E MACH(M)))*(CBAR1+6.0*CBAR2+E MACH(M)*AL(1,3))  HM110230
1   *CBAR3*EMS*(3.0*A(1,1,6)+ALPHA(1,M)*ALPHA(1,M)))  HM110231
1
1 IF 1 (A(1,1))  272,274,273
271 EK(1,4)=(1./EMACH(M))*CBAR1*(1.0-ZETAH(1)) +2.*CBAR2  HM110234
1   *EMACH(M)*AJ(1,1)+3.0*CBAR3*EMS*(AJ(1,4)+ALPHA(1,M))  HM110235
2   *ALPHA(1,M)*(1.0-ZETA H(1))  HM110236
1
1 EK(1,5)=1.0/EMACH(M)*CBAR1*(1.0-ZETAH(1)) +2.*CBAR2  HM110237
1   *CBAR3*EMS*(3.0*A(1,1,5)+ALPHA(1,M)*ALPHA(1,M))  HM110238
2   *CBAR3*EMS*(3.0*A(1,1,6)+ALPHA(1,M)*ALPHA(1,M))  HM110239
1
1 EK(1,6)=(4.0/(3.0*E MACH(M)))*(CBAR1*(1.0-ZETA H(1))
1   *ZETA H(1)*ZETA H(1)+6.0*CBAR2*EMACH(M)*AJ(1,3))  HM110240
2   +3.0*CBAR3*EMS*(3.0*AJ(1,6)+ALPHA(1,M)*ALPHA(1,M))  HM110241
1
1 EK(1,7)=1.0/EMACH(M)*CBAR1*(1.0-ZETAH(1)) +2.*CBAR2  HM110242
1   *CBAR3*EMS*(3.0*A(1,1,5)+ALPHA(1,M)*ALPHA(1,M))  HM110243
1
1 JSZ=JSIZE(M)
DO 308 J=1,JSZ
  WRITE OUTPUT TAPE NTAPE3, 15
  WRITE OUTPUT TAPE NTAPE3, 15
  IF 1 (NTAPE3) 273,275,274
  274 WRITE OUTPUT TAPE NTAPE3, 4
  275 IF 1 (EK(1,M)) 276,276,277
  276 WRITE OUTPUT TAPE NTAPE3, 16, EMACH(M), ISZ
  GOTO 278
  277 WRITE OUTPUT TAPE NTAPE3, 17, EMACH(M), ISZ, 17
  278 IF 1 (EK(1,M)) 280,282,284
  280 G(1,1)=0.
  G(2,1)=0.0
  BB=BR*BR/18(1)*B(1,1)
  G(1,2)=EK(1,1)*BB
  G(2,2)=EK(1,2)*BB
  IF 1 (A(1,1)) 284,284,282
  282 G(1,3)=-EK(1,4)*BB
  G(2,3)=-EK(1,5)*BB
  G(3,1)=0.0
  284

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THE FOURIER TRANSFORM OF POLYNOMIALS. BY PIERRE THEORY.

6/20/62

H(3,2)=-(H(3,1)+H(3,3))

```

C      301 297 K=1,NU
      301 297 L=1,NU
      301 297 K=L,NU
      301 297 Q(K,L)=0.0
      301 297 Q(K,L)=0.0
      301 297 M1=1,NU
      301 297 Q(K,L)=Q(K,L+1,I)+X301 297 (H(3,3))
      297 301 P(K,L)=P(K,L+1,I)+X301 297 (H(3,3))
      297 301 K=L,NU
      301 299 K=1,NU
      301 299 L=1,IN,2
      301 299 IT=L/2+1
      301 299 P(K,L)=P(K,L+1,I)=0.
      301 299 P(K,L)=P(K,L+1,I)=0.
      301 299 P(K,L)=P(K,L+1,I)+Q(K,M1)*H(M1,IT)
      298 P(K,L+1,I)=P(K,L+1,I)+Q(K,M1)*H(M1,IT)
      P(K,L,I)=P(K,L,I)*CONST(I)
      299 P(K,L,I)=P(K,L,I)*CONST(I)
      300 CORR=2.*S*CBAR/CAPS
      300 301 K=1,NU
      300 301 L=1,IN,2
      301 P(K,L,I)=P(K,L,I)*CONST(I)
      301 IF (NU>2) GOTO 305
      301 WRITE OUTPUT TAPE NTAPE3, 19, ((P(K,L,I),L=1,IN,2),K=1,NU)
      GOTO 305
      312 WRITE OUTPUT TAPE NTAPE3, 22, ((P(K,L,I),L=1,IN,2),K=1,NU)
      GOTO 305
      302 IF (NU>2) GOTO 303
      303 WRITE OUTPUT TAPE NTAPE3, 20, ((P(K,L,I),L=1,IN,2),K=1,NU)
      304 WRITE OUTPUT TAPE NTAPE3, 21, ((P(K,L,I),L=1,IN),K=1,NU)
      305 CONTINUE
      IF ( NOPUNJ ) 308,306,308
      HM110305
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AERODYNAMIC COEFFICIENTS BY PISTON THEORY 4/20/62

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306 CALL AERO P4  (EKR(J,M),EMACH(M),P,ISZ,NCARDS,NTAPE3,NTAPE7,CA)  HM110343
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AEROHYDRAULIC INFLUENCE COEFFICIENTS, BY POSITION HISTORY

PAGE 11

6/14/67/62

STORAGE NOT USED BY PROGRAM

DEC 061
2112 04104
DEC 061
30523 13377

STORAGE LOCATIONS FOR VARIABLES APPEARING IN COMMON STATEMENTS

DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT
41 30773 74375	41 30773 74375	41 30623 73677	41 30623 73677	41 32761 77005	41 32761 77005	41 31360 75200	41 31360 75200	41 31360 75200	41 31360 75200	41 31360 75200	41 31360 75200
8 30648 73670	8 30648 73670	8 30623 73677	8 30623 73677	8 30761 75165	8 30761 75165	8 31360 75200	8 31360 75200	8 31360 75200	8 31360 75200	8 31360 75200	8 31360 75200
D 30598 73606	D 30598 73606	EI 31354 75172	EI 31354 75172	EJ 31360 75200							
EK 30823 74147	EK 30823 74147	EMACH 31886 76216	EMACH 31886 76216	GI 31847 76147	GI 31847 76147	GI 31856 76160					
H 31838 76136	H 31838 76136	JSIZE 31871 76177	JSIZE 31871 76177	PI 31379 75223	PI 31379 75223	P 31829 76125					
91 31360 75211	91 31360 75211	TAUH 30523 73524									
THAT 30523 73473	THAT 30523 73473	ZETAH 30523 73473									

STORAGE LOCATIONS FOR VARIABLES NOT APPEARING IN COMMON, DIMENSION, OR EQUIVALENCE STATEMENTS

DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT
88 2311 04303	88 2311 04303	98 2370 01502	98 2370 01502	CAPS 23169 06300	CAPS 23169 06300	C10181 23008 05300					
C10182 2311 04437	C10182 2311 04437	C8AB3 2366 01616	C8AB3 2366 01616	CDA 2365 04475	CDA 2365 04475	C10183 23008 04474					
EIK 23013 04473	EIK 23013 04473	E1ES 2362 01672	E1ES 2362 01672	ERS 2361 04471	ERS 2361 04471	IN 23160 04470					
1 2359 04467	1 2359 04467	1S2 2358 04466	1S2 2358 04466	1T 2357 04465	1T 2357 04465	JDOG 2356 04464					
JS2 2355 04463	JS2 2355 04463	L 2354 04462	L 2354 04462	M 2353 04461	M 2353 04461	MS2 2352 04460					
NALPHA 2355 04457	NALPHA 2355 04457	NA 2350 04456	NA 2350 04456	NCARDS 2349 04455	NCARDS 2349 04455	NOPUNJ 2348 04454					
N10182 2311 04453	N10182 2311 04453	N10183 2346 01152	N10183 2346 01152	N1APET 2345 04451	N1APET 2345 04451	N1AUS 2345 04450					
N10183 2311 04453	N10183 2311 04453	N10184 2346 01150	N10184 2346 01150	N1BET 2345 04451	N1BET 2345 04451	NU 23450 04444					
N11182 2311 04453	N11182 2311 04453	N11183 2346 01152	N11183 2346 01152	N1BET 2345 04451	N1BET 2345 04451	NU 23450 04444					
S 2335 04437	S 2335 04437	T 2334 04436	T 2334 04436	TS 2333 04435	TS 2333 04435						

SYMBOLS AND LOCATIONS FOR SOURCE PROGRAM FORMAT STATEMENTS

EFN	LOC										
811	1 04360	812	2 04376	813	3 04374	814	4 04354	815	5 04354	816	6 04354
815	5 04334	816	6 04214	817	7 04202	818	8 04151	819	9 04151	820	10 04052
819	9 04133	81A	10 04112	81B	11 04072	81C	12 04052	81D	13 04042	81E	14 04042
81D	13 04042	81E	14 04042	81F	15 03770	81G	16 03766	81H	17 03741	81I	18 03741
81H	17 03741	81J	19 03714	81K	19 03703	81L	20 03677				

011 21 01666 22 03657

ALPHABETIC LISTING OF SUBROUTINES BY PESTON DIRECTORY

CH0052

PAGE 12

LOCATIONS FOR OTHER SYMBOLS NOT APPEARING IN SOURCE PROGRAM

	DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT	DEC	OCT	
	IFN	LOC	IFN	LOC	IFN	LOC	IFN	LOC	IFN	LOC	
6J	1959	03647	CJ60	2313	04411	CJ61	2314	04412	CJ100	2315	04413
CJ103	2316	04414	CJ104	2317	04415	CJ106	2318	04416	CJ107	2319	04417
CJ108	2320	04420	CJ108	2321	04421	CJ109	2322	04422	CJ10E	2323	04423
CJ152	2324	04424	CJ200	2325	04425	CJ20A	2326	04426	CJ20E	2327	04427
CJ196	2328	04428	CJ201	2329	04431	CJ20B	2330	04432	CJ20N	2331	04433
CJ200	2332	04434	CJ202	2333	04435	CJ210	2334	04436	CJ162	1305	02431
CJ42L	615	01447	D1430	1022	01776	D1439	1221	02305	D1455	1763	03343
CJ45G	1844	03464	D145R	1903	03557	D1455	1924	03604	D153Q	1220	02304
D1542	1304	02430	D1555	1762	03342	D155G	1843	03463	D162L	614	01146
D1640	1021	01775	D1655	1923	03603	E13P	1107	02423	E14R	1648	03160

LOCATIONS OF NAMES IN LIBRARY VECTOR

	DEC	OCT	RDLN	DEC	OCT	SQRT	DEC	OCT	(FIL)	OCT
	IFN	LOC	IFN	IFN	LOC	IFN	IFN	LOC	IFN	LOC
ENTRY POINTS TO SUBROUTINES READ FROM LIBRARY										
AEROP4 RDLN SQRT (FILE) (FPT) (RTN) (STH) (TSH)										

	DEC	OCT	RDLN	DEC	OCT	RDLN	DEC	OCT	RDLN	DEC	
	IFN	LOC	IFN	IFN	LOC	IFN	IFN	LOC	IFN	LOC	
200	33	00026	202	74	00207	204	77	00224	206	78	00230
208	85	00302	209	88	00313	210	89	00315	212	96	00334
214	107	00361	215	108	00362	216	110	00367	218	120	00423
219	171	00177	221	173	00176	222	175	00179	224	177	00171
225	128	00113	226	129	00117	227	131	00165	228	133	00171
230	135	00117	232	141	00520	244	146	00550	246	154	00602
237	156	00616	238	157	00626	240	176	00770	242	184	01066
244	189	01125	246	191	01134	247	197	01161	248	199	01165
249	201	01202	250	214	01235	252	218	01257	253	219	01257

AERODYNAMIC INFLUENCE COEFFICIENTS BY PISTON THEORY.

4/20/62

PAGE 13

254	221	01265	256	228	01364	258	236	01566	260	238	01577
261	239	01603	262	241	01610	264	256	01666	266	260	01705
268	263	01713	270	269	01751	271	271	02175	272	274	02306
275	280	01851	275	281	01962	276	282	02185	277	285	02492
282	287	02039	288	289	02435	292	295	02484	284	290	02517
286	302	02513	288	304	02523	290	315	02572	292	325	02722
294	326	02730	295	329	02732	296	331	02752	297	340	03036
298	349	03165	299	351	03201	300	355	03234	301	358	03272
306	316	03181	312	318	03182	302	316	03191	303	317	03195
314	315	03193	315	319	03193	308	319	03199	308	316	03195
319	317	03193									

6/10/62

```
1 SUBROUTINE RDLN (NTAPE2, NTAPE3, I )
2   FORMATT(80H)
3   FORMAT(11H8 )
4   READ INPUT TAPE NTAPE2, 1
5   GOTO 4,5),1
6   WRITE OUTPUT TAPE NTAPE3, 2
7   GOTO 6
8   WRITE OUTPUT TAPE NTAPE3, 3
9   END(1,0,0,0,0,0,0,1,0,0,0,0,0,0,0,0,0,0)
```

STORAGE NOT USED BY PROGRAM

DEC	OCT	BIT	011
16	00114	37453	77461

SYMBOLS AND LOCATIONS FOR SOURCE PROGRAM FORMAT STATEMENTS

IPN	LOC	BIT	011
011	00112	012	000013

LOCATIONS FOR OTHER SYMBOLS NOT APPEARING IN SOURCE PROGRAM

DEC	OCT	DEC	OCT
52	00066	0160	000133

LOCATIONS OF NAMES IN CHARACTER VECTOR

DEC	OCT	DEC	OCT
{FIL}	3 00003	{RTN}	1 00001

ENTRY POINTS TO SUBROUTINES NOT OUTPUT FROM LIBRARY

DEC	OCT	DEC	OCT
{FIL}	{RTN}	{STH}	{TSH}

EXTERNAL FORMULA NUMBERS WITH CORRESPONDING INTERNAL FORMULA NUMBERS AND OCTAL LOCATIONS

EFN	IPN	IPN	LOC	IPN	IPN	LOC
5	015	5	10 00000	6	11 00052	

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```

CALL BINPU  (A,22,IORG,BCDZ,IS,NTAPE7)
IORG=IORG+22
IS=IS+1
      B9 12  N=122
      A(N)=B
2   GOTO 18
      3   A(M)=CH(J,L,I)
      4   M=M+K-NURTS
      5   NURTS
      6   K=N-K
      7   IF (M) 14,17,16
      8   CALL BINPU (A,M,IORG,BCDZ,IS,NTAPE7)
      9   IS=IS+1
      10  CALL BINPU (A,0,0,BCDZ,IS,NTAPE7)
      11  WRITE OUTPU TAPE NINE, 2, RESTART, IS
      12  RESTART=IS+1
      13  END

```

STORAGE NOT USED BY PROGRAM

DEC	OCT	DEC	OCT
0145	0111	0135	0117
000000	000000	000000	000000

STORAGE LOCATIONS FOR VARIABLES APPEARING IN COMMON, DIMENSION, OR EQUIVALENCE STATEMENTS

DEC	OCT	DEC	OCT
0107	0112	00110	01110
0108	0113	00111	01111
0109	0114	00112	01112

STORAGE LOCATIONS FOR VARIABLES NOT APPEARING IN COMMON, DIMENSION, OR EQUIVALENCE STATEMENTS

DEC	OCT	DEC	OCT
0110	0115	00113	01113
0111	0116	00114	01114
0112	0117	00115	01115

SYMBOLS AND LOCATIONS FOR SOURCE PROGRAM FORMAT STATEMENTS

EOF	EOF	EOF	EOF
011	1	000000	000000
012	0112	000000	000000
013	0113	000000	000000

LOCATIONS FOR OTHER SYMBOLS NOT APPEARING IN SOURCE PROGRAM

DEC	OCT	DEC	OCT
014	0111	015	0112
015	0112	016	0113
016	0113	017	0114
017	0114	018	0115

LOCATIONS OF NAMES IN TRANSFER VECTOR

EOF	EOF	EOF	EOF
010004	2	000002	000000
010005	3	000001	000000
010006	4	000000	000000

ENTRY POINTS TO SUBROUTINES NOT OUTPUT FROM LIBRARY

BINPUT (FILE) (STH)

EXTERNAL FORMULA NUMBERS WITH CORRESPONDING INTERNAL FORMULA NUMBERS AND OCTAL LOCATIONS

	EFN	LOC	EFN	LOC	EFN	LOC	EFN	LOC
4	12	00061	5	13	00063	6	19	00111
8	25	00137	9	30	00163	10	31	00165
11	36	00237	12	42	00261	13	54	00766
15	46	00311	16	49	00331	17	52	00367

INPUT ROUTINE TO WRITE EO1-SIN CARDS ON TAPE. FIB11

4/20/62

PAGE 2

00016	0402	00 0	00325	SUB	D1	HM110458
CC017	0622	00 0	00066	STD	LCCN	HM110459
00018	0511	00 0	00061	SVA	COUNT,0	HM110460
00019	0600	00 4	000103	ELA*	3,4	HM110461
00020	0711	00 0	00022	ARE	18	HM110462
00021	0120	00 0	00025	TMI	*+2	HM110463
00022	-0501	00 0	00266	ORA	REL	HM110464
00023	-0501	00 0	00334	ORA	IMAGE	HM110465
00024	0602	00 0	07749	SVA	CHANGE	HM110466
00025	0602	00 0	07749	CONVERT	WORD ESTABLISHED	HM110467
00026	0602	00 0	07749	TRCD	END	HM110468
* TEST FOR FOURTH AND OR FIFTH ARGUMENTS.						
* DETERMINE WHETHER ARGUMENT REFERS TO ID OR SEQ NUMBER						
* AND SET CELLS FROM CALLING SEQUENCE.						
00027	1115	00 2	000002	AXT	2,2	HM110471
00028	-0621	00 0	000302	STL	BLSEQ	SET BLSEQ TO ITS NORMAL STATE
00029	-05009	00 5	000006	GAL	4,4	TEST FOR 4TH, 5TH ARG'S
00030	-0320	00 0	00265	ANA	MSKPDT	HM110472
00031	0322	00 0	00307	ERA	MSKTSX	HM110473
00032	0322	00 0	00054	TNZ	G2	HM110474
00033	-0100	00 0	00054	ELA*	4,4	NO MORE TSXES
00034	-0100	00 0	00054	ELA	4,4	HM110475
00035	05008	00 4	000004	ELA	4,4	HM110476
00036	03409	00 0	000262	ELA	BL1B	HM110477
00037	00249	00 0	000051	TRA	G3	HM110478
00038	0600	00 0	00302	STZ	BLSEQ	EQUAL, FLAG BLANK SEQ. NO.
00039	-0100	00 0	00043	TNZ	*+2	IS SEQ NO NON-ZERO.
00040	-0754	00 0	00000	PXD		NO
00041	0602	00 0	00267	XCL		SMALL, THIS IS SEQ NO.
00042	0602	00 0	00053	SVA	*+2,4	HM110479
00043	-01139	00 0	000000	TX1	0SEQ,4	HM110480
00044	06316	00 4	00046	TX1	0SEQ,4	HM110481
00045	00114	00 4	00112	TX1	0SEQ,4	CONVERT SEQ NO TO 860
00046	0774	00 4	00000	AXT	***4	HM110482
00047	0602	00 0	00267	SIL	SEQNO	SAVE
00048	17777	00 4	00053	TX1	G5,4,-1	HM110483
00049	0601	00 0	00005	SIG	HEB10	HM110484
00050	17777	00 4	00053	TX1	G5,4,-1	HM110485
00051	0601	00 0	00031	TX1	G5,4,-1	MOVE TO NEXT ARGUMENT
00052	17777	00 4	00013	TX1	G5,4,-1	AT MOST 2 EXTRA ARG'S.
00053	200001	00 2	00031	TX1	G4,2,1	HM110486
00054	0634	00 4	00144	SXA	X4*4	HM110487
00055	-0520	00 0	07776	N2T	END	HM110488
00056	0020	00 0	00152	TRA	TRCD	HM110489
IS WORD COUNT ZERO						
MUST BE A TRANSFER CARD						

00176	0221	00	0	00332	UV	ICN	
00177	0033	010	0	00000	310	COMMON	
00178	0033	010	0	00000	040		
00179	0221	00	0	00332	01P	TEN	
00202	0767	00	0	00006	ALS	6	
00203	-0602	00	0	77777	ORS	COMMON	

RECORDED 10/26/68 INDEXED 10/26/68
LAST INDEXED 10/26/68 ADDITION OF 1 TO CIA(C)

COLLECTOR'S GUIDE TO THE COLUMBIAN CARDS ON TRADE.

GRANADA, CUBA, 1970. 16mm. 100 mins. B/W. English subtitles. \$100.00

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00311	+0000000001400
00312	+000000001200
00313	-0000000001100
00314	-0000000000500
00315	-0000000000100
00316	+000000001010
00317	+000000001004
00320	+000000001002
00321	-0000000000001
00322	-0000000000001
00323	-0000000000001
00324	+0000000001042
00325	0 00001 0 000
00326	0 00000 0 000
00327	0 00000 0 000
00328	0 00000 0 000
00329	0 00000 0 000
00330	0 00000 0 000
00331	0 00000 0 000
00332	+0000000000012
00333	000 00 0000000
00334	+0000526000000

ROUTINE TO WRITE COL BIN CARDS ON TAPE. FILE

POST PROCESSOR ASSEMBLY DATA

335 IS THE FIRST LOCATION NOT USED BY THIS PROGRAM

RESOURCES TO BE PRINTED SYMBOLS

330	5A	
325	D1	16
54	G2	34
51	G3	37
34	G4	53
33	G5	50,
70	IN	161,
216	18	167
142	X1	6
143	X2	7
144	X3	54
331	180	11,
333	A22	147
105	ABC	115,
77776	END	15,
168	BET	55,
266	BLT	136,
125	BLT	160
230	TAB	107
215	TBL	134,
332	TEN	215,
322	INC	201,
322	DEC	205
73	BLT	137
77730	LAST	113,
66	LOCN	214
327	L(13)	74,
34	NEUT	131
152	NEUT	130
62	ANALY	131
305	BCDID	51,
6	BINPU	0
306	BLANK	211
302	BLNK	30,
		60,
		173

INPUT FROM THE 160 MILE 100 BIN CARDS ON TABLE E1801

POST PROCESSOR ASSEMBLY DATA

131	BPTES	140				
132	CODEQ	45				
133	COMMON	201	70			
134	DATA					
135	DLCD	100,	116			
136	IMAGE	25				
137	SEQNO	47,	73,	132,	135	
138	SHTR	137				
139	SHTR					
140	SHTR	123				
141	(RCH)	126				
142	(TES)	141				
143	(WER)	131				
144	EMEQ	124				
145	EMEQ	130				
146	EMEQ	20,	63,	64,	72,	116,
147	EMEQ					120,
148	EMEQ					133,
149	EMEQ					136,
150	EMEQ					139,
151	EMEQ					140,
152	EMEQ					213
153	COMMON	162,	166,	177,	203,	335
154	COSEQX	174				
155	MSK2CH					
156	MSK2CH	32				
157	MSK2CH	33				
158	MSK2CH	123				
159	WRITE1					
160	WRITE1					
161	WRITE1					
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396	WRITE1					
397	WRITE1					
398	WRITE1					
399	WRITE1					
400	WRITE1					
401	WRITE1					
402	WRITE1					
403	WRITE1					
404	WRITE1</td					

* DATA

ENTRY POINTS TO SUBROUTINES REQUESTED FROM LIBRARY,

HM110668

MACHINE	TAPE	TOTAL		NOISE RECORDS		TOTAL REDUNDANCIES		POSITIONING ERRORS	
		READS	WRITES	WRITING	READING	WRITING	READING	WRITING	READING
A 1	0	0	0	0	0	0	0	0	0
A 2	591	674	0	0	0	0	0	0	0
A 3	125	63	0	0	0	0	0	0	0
A 4	450	535	0	0	0	0	0	0	0
A 2	0	677	0	0	0	0	0	0	0
A 3	579	3	0	0	0	0	0	0	0
A 4	139	102	0	0	0	0	0	0	0
TOTAL		1729	1729	0	0	0	0	0	0

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Aerospace Corporation, El Segundo, California.
**AERODYNAMIC INFLUENCE COEFFICIENTS
 FROM PISTON THEORY: ANALYTICAL DEVELOPMENT AND COMPUTATIONAL PROCEDURE,**
 prepared by W. P. Rodden, E. F. Farkas, H. A. Malcolm and A. M. Kliszewski. 15 August 1962. [90] p. incl. illus.

(Report TDR-169(3230-11)TN-2;SSD-TDR-62-75)
 (Contract AF 04(695)-169) Unclassified report

In this report we present a method for calculating the aerodynamic influence coefficients (AICs) based on third-order piston theory with an optional correction to agree with Van Dyke's quasi-steady second-order theory. The AICs are computed assuming the airfoil to have a rigid chord with or without a (rigid chord) control surface. The influence coefficients relate the surface deflections to the aerodynamic forces through the following definitions in the oscillatory case, $|F| = \rho w^2 b_r^2 s [C_h] |h|$ and in the steady (over)

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